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PRINCIPAL CONTENTS.

Macon and Augusta Railroad	1181
Atlanta and West Point Railroad	1182
Western Union Telegraph	1183
Louisville and Nashville Railroad	1183
On the Use of Cast Iron for Compressive Members in the Construction of Iron Bridges	1184
Commerce of San Francisco	1185
Railroad Earnings	1187
Federal and State Securities	1188
Dividend and Interest Tables	1186, 1189
Railroad Share List	1194
Stock Exchange and Money Market	1201
Journal of Railroad Law	1204
Boston, Hartford and Erie Railroad	1205
Railroads of Iowa	1205
Chicago and Northwestern Railway	1205
New Chain Stopper	1205

sisted of five hundred hands with near one hundred carts and teams.

The amount of work to be done embraced some one million and a quarter of yards of material to be moved, much of which proved to be solid and loose rock, some heavy masonry, a long extent of trestle work and pile bridging, 75,000 cross-ties, and an expensive bridge across the Ocmulgee River at Macon.

All of this has been completed and twenty-three miles of track laid, leaving but a few miles of track to close the gap—large gangs of track layers are engaged at either end, and should we not be delayed by the non arrival of the vessel with five miles of iron on board, now overdue, the road should certainly be finished before the end of October. This vessel was consigned to Savannah, in order that we might have the advantage of delivering the iron at the Milledgeville or Macon end as might be required.

In reviewing the contract made with the New York parties for the completion of the road (in spite of the delay in the time of completion, and our present disappointment) it is very evident, that the contract has been of great value to the company. Some near \$700,000 was required in cash to finish the road. The slow sale of bonds, our sole assets with the exception of some slight collections from stockholders would have necessitated a tardy prosecution of the work, and we should utterly have failed in completing the road within any reasonable time. The contracting parties have been unable to dispose of but few of the bonds, and are to-day in advance near \$400,000 in cash on the work.

Statements of the total cost of the road from Warrenton to Macon, a distance of seventy-five miles show in round numbers \$2,250,000 being an average of \$30,000 per mile.

While some of the payments were made in Confederate money, yet, in consideration of the fact that the prices of the work were kept down to gold rates, as have been shown in previous reports, it is but just to assume the above average as the true value of the road.

Crossing the broken country between the Ocmulgee, Oconee and Ogeechee rivers, the grading was necessarily heavy and expensive, and I feel confident that the same amount of work could not be done at any less rate at the present time.

The financial condition of the company is good. We shall open the road without one dollar of floating debt. Its bonded debt being in a mortgage bond, bearing 7 per cent. interest principal and interest guaranteed by the Georgia Railroad on \$670,000, and \$100,000 not guaranteed, gives a total of \$770,000.

It will become necessary to renew, or to replace with permanent embankment, the trestle work, which has been standing many years. With this above stated 120 miles. This reduction of two

view, and to make a beginning, a long arched culvert of twelve feet span has been built under the highest trestle on the road, at "Ivey Branch," preparatory to filling up the trestle. Granite of the finest quality is found convenient throughout the whole line; but the work of building the proper culverts, all of them arched, and of filling, will be expensive. It must be done, however, before we can have a good and safe roadway.

To facilitate the filling and to save the expense and difficulty of procuring large gangs of men, a steam excavator has been purchased, which is now in Charleston ready to be put to work. This will not only reduce cost, but enable the trestle to be filled in much quicker time.

Report of earnings and expenditures of the section between Camak and Milledgeville, as made by the Georgia Railroad, give the following results:

Earnings	\$59,410 86
Operating expenses	51,561 22

Net earnings \$7,849 14

It is a question which must be considered by you at this convention as to what disposition is to be made of the road when completed. It would seem to be our best policy to continue the control of the road in the hands of the Georgia railroad, provided some good and equitable arrangement could be effected with the company for its working. We have but little rolling stock, in this way of engines and cars, in this respect being altogether dependent on the Georgia railroad.

An amalgamation of the capital stock of this company into that of the Georgia railroad, or a lease of the road to that company on the plan pursued by the Central road towards its branches, would unquestionably present the easiest and best method of settlement, but as the sense of the stockholders in the Georgia railroad cannot be reached until their annual convention in May next, no definite arrangement of that nature can be made until that time.

There can be but little doubt of the value of the road. To secure its greatest efficiency it must, however, be operated as one line, and the trains be made up and run through between Macon and Augusta without change or detention at Camak.

Our route as now completed gives a gain of 29 miles over the present mail route *via* Atlanta, and 41 miles over the line *via* Millen. This can be further increased to a gain of five miles by building five miles of road from Warrenton to the 41 mile post on the Georgia road. This can be done at some future day when the saving becomes more important. The total distance from Macon to Augusta is now 125 miles, which can be made as

American Railroad Journal.

New York Saturday, October 22, 1870.

Macon and Augusta Railroad.

The annual meeting of the stockholders of this company was held at Augusta, Ga., on the 11th inst.—the President, George H. Hazlehurst, Esq., in the chair. Sixteen thousand three hundred and nineteen shares of stock were represented by person or proxy. The Secretary of the company read the annual report of the President as follows:

MACON, SEPTEMBER 30, 1870.

To the Stockholders of the Macon and Augusta Railroad Company:

GENTLEMEN.—The annual report of the officers of the road is herewith respectfully presented to your consideration.

We were in hopes to have been enabled to announce at the time of this Convention the entire completion of your road, but in spite of the best efforts of all, this result has not been accomplished. It is a great disappointment. Delay in the reception of the iron, the great amount of work to be done, and scarcity of labor have caused the failure.

No money has been spared nor effort left untried to complete the work in time. In addition to such other contractors as could be induced to attempt contracts with free labor, the large convict force of the State, under the charge of Grant, Alexander & Co., were, at an early stage of the contract, placed on the grading. This convict force con-

hours in the time of travel must attract and concentrate on our road travel between Augusta and Montgomery, which now parts at Augusta, going *via* Atlanta and Millen, to meet again at Opelika.

By availing ourselves of the saving in time and distance effected by this and other contemplated roads, there is little question but that the lines in interest in what is known as the Seaboard route can soon be in a condition to complete successfully for the travel which has been lost to them for so many years. It is within the recollection of many here present, that the entire travel between New York and New Orleans passed over the roads of this State. Recently, however, the greater speed, safety and comfort of the western routes *via* Louisville and Cincinnati, though more circuitous, has diverted this great source of revenue. The East Tennessee and Virginia line has secured a portion of it, but not to the same extent as the western routes.

The great secret lies in the fewer changes of cars—in the greater speed of their trains, obtained not by faster running, but by avoidance of unnecessary stops, in their luxurious sleeping cars, and by the general attention given to the wants of a traveller. Through trains are recognized as through trains, and the effort made to combine a way business with a through is never attempted.

I am induced to introduce these remarks, which are scarcely pertinent to a report, as the adoption of such a system would especially be valuable to our line, which would gain largely by the return of the former travel over the Georgia road. We present the shortest line, as shown, between Montgomery and Augusta, and must be on the great thoroughfare. In the location of the road an especial eye was had to obtaining the straightest line possible and easy curves, regardless of cost. The road bed is of sand and gravel; the track is mostly laid with a heavy T rail, with improved fish-bar fastenings, and we thus believe that we can offer to the travelling public a road which, for speed and safety, will be second to none south of the Potomac. Respectfully submitted,

GEO. H. HAZLEHURST,
President.

After the reading of the Report, a resolution was adopted requesting the President to call a meeting in May, and that in the interim the Boards of Directors be authorized to arrange for operating the road.

An election was then held for a Board of Directors, which resulted in the choice of the following gentlemen: J. V. H. Allen, J. W. Horton, J. D. Butt, J. P. King, G. H. Hazlehurst, W. J. McGrath, B. B. DeGraffenreid, Henry Moore, Geo. S. Obear, A. J. Lane, W. E. Jackson, and J. O. Mathewson.

After the meeting of the stockholders had adjourned, the Board of Directors held a meeting, at which it was determined to continue in their positions the old officers of the company until the completion of the road.

Closer Railway Connections.

Mr. Abbot of Brockville and Mr. Ellis of Prescott, have just closed a large contract for the completion of a railway which will afford additional travelling facilities from this locality. They are about to commence the construction of a road from Morristown (opposite Brockville, on the American shore) to Philadelphia, a station on the Rome and Watertown Railway, up to which point a line is rapidly being constructed from New York, and when the Morristown link and two or three other short links are completed, our citizens will be able to save one hundred miles in distance between this city and New York—over any other existing route. We observe the work is to be commenced immediately, and that the contract price reaches up towards three-quarters of a million of dollars.

The completion of this road will be of immense value to the Canada Central and Brockville and Ottawa Railways—as it is in fact a continuation of those roads and a connection with the whole American system of railways.—*Ottawa Times*.

Atlanta and West Point Railroad.

The earnings of this road for the fiscal years ending June 30, 1869 and 1870, were as follows:

	1869.	1870.
From passengers	\$180,986 41	\$151,858 07
" freight	208,281 85	296,700 88
" mail	8,649 96	8,649 96
" express	6,240 44	9,165 40
" U. S. Gov, etc	18,556 95	2,082 77
	<hr/>	<hr/>
	\$362,665 64	\$467,956 58

Expenses, viz:

Conducting transp.	\$59,810 89	\$69,715 55
Motive power	76,412 28	96,477 01
Maintenance of way	78,012 42	82,996 56
Maintenance of cars	8,722 98	19,609 23
Taxes, etc	4,614 31	7,100 00
	<hr/>	<hr/>
	\$222,572 88	\$275,898 35

Earnings less expenses. \$140,093 31 \$192,058 28

From which deduct extraordinary expenses in 1869-'70:

New locomotive engines	\$27,000
New cars	6,000
Re-rolling and purchase of iron rails	20,000
	<hr/>
	53,000 00

Balance net profits. \$139,058 28

In 1868-'69 the extraordinary expenses were \$20,981 49, leaving the balance of earnings at the close of that year, \$119,161 82. The percentage of ordinary expenses to gross receipts in 1869-'70 is 59, against 61.8 for the previous year. The gross earnings show an increase of \$105,290 97, and the net profits an increase of \$19,896 41. The President in his report says:

It will be seen, by the Superintendent's report, that the gross earnings of the year have exceeded those of the year preceding, the sum of \$105,290 97, and an increase of net earnings of \$19,896 41 is also shown by the same report. The stockholders are, however, properly reminded, that the sources of this increased profit are not reliable as a basis of calculation for future profits.

Since the restoration of peace, and the change of our labor system, the condition of the country has been, to some extent, abnormal, and the profits of railroads have been fluctuating and uncertain. Whilst some sources of previous profit have been partially dried up, these losses have been compensated by others, not always foreseen or expected. Whilst business has been diverted by new and competing lines, indemnity has been found in more friendly connections, and in the improved resources of the country. On this subject the Superintendent makes very judicious remarks, and the directors on this head will only add, that should our reasonable hopes be realized, and the improved all-rail line between New Orleans and Atlanta be fully realized, as contemplated by the Superintendent, we shall be more than compensated for any loss we have sustained, or may hereafter sustain from other hostile rival improvements. With this improvement, we shall have the favorite route for travel between New Orleans and the North-Atlantic cities, with which no other route will be able to compete—especially in winter—and the large transportation once furnished us by the products of the Louisiana sugar estates, will again be restored to us.

In view of the conflict between friendly and rival interests, the directors will give no confident opinion upon our future profits. It is with much confidence, however, that they venture to coincide with the opinion of the Superintendent—that we shall be able, in any probable event, to continue, the payment of eight per cent. dividend,

free of all taxes. From the statement of the profit and loss account of the past year, some of the stockholders may suppose that a larger dividend might have been paid. Such opinion would be erroneous, and it is very important that the subject of a legitimate net profit should be well understood by the stockholders. There is no excess of net profit if the excess of receipts beyond disbursements would be absorbed by the restoration of property. The existence of war, to say nothing of its ravages, suspended for several years the supply of material for repair, and much of our property, especially iron, has nearly reached the maximum of decay; and the same may be said of much of our rolling stock. Any apparent excess of profits, therefore, from the year's business, was needed for the restoration of property, and orders have already been given that will more than cover the apparent surplus.

The great embarrassment and injury to our business beyond West Point, by the control of the Montgomery and West Point road by the Central Railroad Company, was referred to by the Superintendent in his last year's report, and reference is again made to it in his report now submitted. The control by the Central Railroad was not the only subject of interest in relation to this important connection. The losses and destruction occasioned by the war had so crippled this road, that its value as a connecting link was greatly impaired, and, without assistance from some quarter, fears were entertained that it might become worthless. Its value, too, as a link in the great Southwestern line, to and beyond Vicksburg, could not be fully realized without completing the last link in that line east of the Mississippi, by building the short road from Montgomery to Selma. An amicable arrangement has been agreed on, by which the road from Montgomery to Selma will be shortly completed, and the whole line from West Point to Selma placed in the condition of a first-class road. This is accomplished, and the two lines will be placed upon the same footing "in every particular." This line by way of Vicksburg will evidently, at no distant day, form a part of the Great Southern Pacific Line—with Marshall, Texas, as an initial point, and its Western terminus at San Diego on the Pacific! Upon the advantages of a free and open connection with this line, thus improved, it is unnecessary to dwell. This important object will not, of course, be accomplished without the expenditure of money; and as this Company is by far more interested than the Georgia Railroad, it will probably be expected that it should make a reasonable contribution to the cost.

It will be seen that the expenses and expenditures on account of the road for the last year have been heavy. They must continue to be so until our property is restored and rendered fully adequate to the prompt performance of the business of the Company.

The Superintendent reminds us that a mail has not been lost on our road in four years! This is believed to be unprecedented, and is a sufficient guaranty that the officers and employees have been generally diligent and faithful in the performance of their duties.

The company have 16 locomotives, 6 passenger, 3 baggage, 1 express, 1 cab, 1 shanty, 61 box, 18 stock, and 25 platform cars. Number of through passengers carried, 13,871; number of way passengers, 49,004—total, 62,875; against 50,252 in the previous year, an increase of 12,128. Tons of freight transported, 78,120, against 54,525 in the previous year—an increase of 28,995. The Superintendent in his report says:

Our Cotton Statement shows an increase of \$26,066 bales over the previous year, of which 11,438 bales were from our local stations, including West Point, and 12,628 from the Montgomery and West Point Railroad. The latter was transported at very low rates, resulting from the oppressive discrimination against us by the Montgomery and West Point Railroad Company, briefly

advertised to in my previous report. I am advised by you that recent negotiations have resulted in removing this serious drawback to our prosperity, by placing us on equal footing with the Savannah line.

The increase in travel was mainly due to emigration from the Southern Atlantic States to Louisiana, Texas and Arkansas. I do not regard this element of travel as reliable for future estimates. The price of our principal staple, cotton, and other influences, tending to rapid and radical changes, may increase or diminish this source of income.

The general results of the operations for the year may be regarded as encouraging, having exceeded our anticipations. The future is a "tangled web," to my view, in railroad matters. Lines are being built and projected that would seem to threaten our present main reliance for income. Others are in progress that promise to return to our route much of the long travel which it controlled in the early history of your road, but since diverted by lines offering superior facilities at low rates.

The Savannah, Griffin and North Alabama attacks our local business at Newnan. Two lines from Opelika—one towards Guntersville, the other in the direction of Tuscaloosa—if completed, will share, if not control, the business between the Northwest and Columbus, which has heretofore passed over your road. The South and North Alabama, from Montgomery to Decatur, will effectually cut off the traffic we have shared from the Northwest to Montgomery. The shorter line, now nearly completed, between Augusta and Macon, will command a portion of the travel between the South-Atlantic and Gulf, of which we have heretofore had a large share.

These drawbacks will, I trust, be more than compensated by the completion of all-rail routes from Montgomery to Mobile and New Orleans on the Southwest, and Selma and Vicksburg on the West. These, with the completion of a more direct line to Richmond, now in progress, will enable us to compete successfully for the long travel between the North-Atlantic and Gulf States, and will, to some extent, re-instate our former freight relations with New Orleans.

While I am not sanguine of increased net revenue, under present law tariff rates and augmenting expenses, yet I venture to reiterate my confidence in the ability of the Company to maintain the usual dividends from legitimate profits, and have no hesitation in expressing the opinion, that the intrinsic value of the stock is equal to that of any railroad company south of the Potomac.

The Assets and liabilities of the company July 1, 1870, were as follows:

Assets:	
Road outfit and real estate	\$1,200,261 51
Bills receivable	26,827 20
Supply fund	2,500 00
Due by agents and connecting roads	52,706 42
Cash on hand	70,368 56
	<hr/>
	\$1,352,163 69
Liabilities:	
Capital Stock	\$1,232,200 00
Bonds of the company	32,000 00
Dividends unpaid	1,520 00
Due to agents and connecting roads	8,844 08
Profit and loss	82,599 66
	<hr/>
	\$1,352,163 69

President.—HON. JOHN P. KING.

Directors.—R. Peters, John E. Robinson, L. B. Lovelace, W. B. Berry, F. Phinizy, John F. Moreland.

General Superintendent.—L. P. GRANT.

Secretary and Treasurer.—W. P. ORME.

The work on the Sugar River Railroad is progressing so rapidly that it is hoped the entire line will be opened by the 4th of July next.

Western Union Telegraph.

At the recent annual meeting of the stockholders of this company the following gentlemen were elected directors for the ensuing year:

Hugh Allan, Montreal, Canada; James H. Bunker, New York; Roswell S. Burroughs, Albion; Ezra Cornell, Ithaca; Horace F. Clark, New York; Emory Cobb, Kankakee, Ill.; Alonzo B. Cornell, New York; William E. Dodge, New York; Harrison Durkee, New York; J. Alden Ellis, Chicago; Marvin Green, Louisville; Augustus W. Greenleaf, New York; John A. Griswold, of Troy; James H. Howe, Kenosha, Wis.; Wilson G. Hunt, New York; George Jones, New York; Cambridge Livingston, New York; Edwin D. Morgan, New York; William Orton, New York; Edwards S. Stanford, Brooklyn; Augustus Schell, New York; Hiram Sibley, Rochester; Salmon G. Simmons, Kenosha, Wis.; John Steward, New York; Moses Taylor, New York; Daniel Torrance, New York; George Walker, Springfield, Mass.; Edward B. Wesley, New York; Stillman Witt, Cleveland. On the 1st of July, 1870, this company possessed

54,100 miles of poles and 112,191 miles of wire, against 52,099 miles of poles and 104,584 miles of wire at the same time last year, being an increase of 1,910 miles of poles and 7,607 miles of wire. The gross receipts for the year ending July 1, 1870, were \$7,188,787.96; and the gross expenses \$4,910,772.42, making the net profits for the year, \$2,227,965.54. In 1869 the net profits were \$2,801,457.45—being a decrease of \$573,491.91. During the past year there has been an increase of 521 offices, and 883 sets of telegraph apparatus. The number of messages transmitted during the year was 22 per cent. more than for the preceding year. The rates of tolls upon the entire volume of business done for the year ending July 1, 1870, was 20 per cent. less than for the year ending July 1, 1869. The average expense of transmission per message for the year ending July 1, 1870, was 11 2-10 per cent. less than for the year ending July 1, 1869. From October 1, 1869, when the reduced tariff went into operation, to April 30, 1870, the gross receipts were \$283,223.98 less, and the expenses were \$186,019.18 more than for the same months of the previous year, making a difference in the net earnings of \$419,298.11. After the reduction of rates in October last the gross receipts did not come up to those of any corresponding month in the preceding year until May, when they exceeded the same month in 1869 by \$6,145.07. As the cost of performing an increased amount of traffic increases in proportion to the service, the net earnings did not come up to any corresponding month in the preceding year until July, when they were in excess of the same month of 1869 by \$21,281.92. From October 1, 1869, when the rates were reduced, to March 1, 1870, five months, the net earnings were \$847,879.73. From March 1, 1870, to August 1, 1870, five months, the net earnings were \$946,863.65, being an increase of \$98,988.92, or 11 8-5 per cent. We may, however, said the President, expect much better results than these, for the business of the five months from October 1 to March 1 is generally better than for the five months from March 1 to August 1. Thus from October 1, 1868, to March 1, 1869, the net earnings were \$1,207,564.98, and from March 1, 1869, to August 1, 1869, they were \$1,032,124, showing that the autumn months for 1868 and 1869 were \$175,440.98 better than the spring and summer months of 1869, while, for the present year the spring and summer months are nearly \$100,000 better than the preceding autumn and winter months.

Louisville and Nashville Railroad.

At the annual meeting of the stockholders of this company in Louisville, Ky., on the 12th inst., the following resolution was unanimously adopted:

Resolved, That it is the sense of this meeting that the charter of the Louisville and Nashville Railroad Company be so amended that hereafter there shall be nine directors, who shall hold office for three years, the members of the directory first elected after the passage of such amendment to divide themselves by lot into three equal classes, the seats of the first class to be vacated at the end of one year, of the second at the end of two years, and of the third at the end of three years on the retiring of the first class, and annually thereafter three directors to be elected to fill the vacant seats. And the present directory is hereby requested to make timely and proper application to secure such an amendment.

H. D. Newcomb, R. A. Robinson, G. W. Norton, Thomas J. Martin, W. B. Caldwell, W. H. Smith, and James Whitworth, having received 50,389 votes, all that were cast, were unanimously elected directors.

From the Report of the President which was presented, we learn that the gross earnings of the road for the past fiscal year were \$2,954,658.80, against \$2,881,138.55 for the fiscal year ending June 30, 1869, an increase of \$573,520.25. The net earnings for the year ending June 30, 1870, were \$1,142,133.33, against \$1,081,676.70 for the year ending June 30, 1869, showing an increase of the net earnings for the last year over the previous year of \$110,450.57.

The bonded debt of the company, June 30, 1869, was \$8,718,500. Of this amount there have been redeemed during this fiscal year \$235,500, leaving the bonded debt of the company June 30, 1870, \$8,478,000. This sum includes bonds of the City of Louisville, without mortgage, and consolidated mortgage bonds unsold, to the amount of \$981,000—making the total mortgage debt at this date, \$7,497,000.

Seven per cent. cash dividends have been declared upon the stock of the company during the fiscal year.

There have been redeemed during the year, of the mortgage bonds \$235,500.00
Expenditure on Lebanon Branch Extension south of Lebanon 178,845.24
Interest paid during the same period 351,980.88
Additional rolling stock and depot grounds 598,107.09
Total \$1,354,383.16

Richmond, Fredericksburg and Potomac Railroad.

At a recent meeting of the stockholders of this company at Richmond, Va., resolutions were passed authorizing a loan of \$300,000 to extend the road from Brooks' station to Quantico, where connection will be made with the Alexandria and Fredericksburg railroad, which will make a continuous road from Richmond to Washington. The work on the whole line is under contract and rapidly progressing, and will be completed in twelve months. When this connection is completed trains will run through from Richmond to New York without break of bulk or change of cars.

The Southern Pacific, San Francisco and San Jose, Santa Clara and Pajaro, and California Southern Railroad Companies, are consolidated under the name of the Southern Pacific Railroad.

On the Use of Cast Iron for Compressive Members, in the Construction of Iron Bridges.

A paper read before the American Society of Civil Engineers, June 15, 1870, by F. C. Lowthorp, C. E., Member of the Society.

Having recently had my attention directed to an article published in the February No., 1870, of the Journal of the Franklin Institute, of Philadelphia, Pa., over the initials 'A. P. B.' in which the writer in his attempt at criticising "a work on Iron Truss Bridges for Railroads," by Brevet Col. W. E. Merrill, U. S. A., after quoting the names of numerous authors, arrives at the strange conclusion, that cast iron is an unsafe material to use in such structures.

Believing the article in question—appearing as it did in a leading journal of science—was calculated to mislead many who are deeply interested in the subject, but whose time is so taken up in the discharge of other duties as to prevent their investigating the matter, I have been led to prepare and read before you the following facts and observations:

There have been many bridges built entirely of cast iron, which, so far as I can learn, have answered their purposes admirably. More than eighty years ago a cast iron arch bridge of 240 feet span was built at Wearmouth, England, and upwards of fifty years since another of three spans of 240 feet each, across the Thames at Southwark. Many others have since been erected in the British dominions and on the continent.

On this side of the Atlantic we have at least two notable specimens: one of two spans of 200 feet each across the Schuylkill at Philadelphia, a much admired bridge, designed by Strickland Knobs, Esq. The other a bold and remarkable, and, judging from a photograph I have seen, a handsome structure, built over Rock Creek, at Washington, D. C. This bridge has a clear span of 200 feet, a rise of 20 feet, and a width of 26 feet, 4 inches, and has two supporting arches which are formed of cast iron pipes four feet in diameter, through which is brought the entire water supply of the city. It was designed by Maj. Gen. Meiggs, of the U. S. A.

I think it very remarkable indeed that A. P. B., who has enjoyed the great advantage of examining so many authors, should have done it in a manner so superficial as to overlook the results of the numerous experiments of such men as Tredgold, Hodgkinson, Whipple, and Maj. Wade, of the U. S. Ordnance Corps; as also the practical experience of such well known engineers and builders of bridges as Whipple, Bollman, Fink and others; or surely he would not have taken for granted the statements of Mr. Edward Clark, that "Cast Iron Changes its Length nearly twice as much as Wrought iron for every Ton of Imposed Load," and "that it does not recover itself fully after the load is removed, even when that load is but one ton to the inch." These properties A. P. B. observes, "are sufficient to give wrought iron the preference for compressive members in bridge construction."

In contradiction to the preceding, I quote the following facts: Hodgkinson, in his experiments on columns or hollow cylinders, the bearings of which were flat or at right angles with their axes, found that those of 48 diameters in length (10 feet long by 2½ inches diameter,) required a force of 18000 lbs. per square inch to break them, and that others of 34 diameters in length (10 feet long by 3½ inches in diameter,) required 26,000 lbs. per square inch to break them. His experiments also demonstrated the fact that columns of the same dimensions having both ends rounded, would require but one-third, and with one end rounded and one flat end, two-thirds of the above forces to break them. In many of the hollow columns tested, at the point of fracture the metal was found to be much thicker on one side than on the other, but they appeared to be generally as strong as those whose sides were of uniform thickness. (see Francis' work on cast iron columns.) Mr. Whipple in his valuable treatise

on bridges, page 52, observes, "with regard to the simple positive and negative strength of iron, it is only necessary for me to state in this place, that, as the result of a multitude of experiments, a bar of good wrought iron an inch square will sustain a positive strain of about 60,000 lbs. on the average; and a negative strain in pieces of a length not exceeding twice the least diameter, of about 90,000 lbs. Cast iron resists a positive strain equal to from 15,000 to 30,000 lbs. to the square inch, but usually not over 18,000 lbs., in fact it is seldom relied upon to sustain this kind of strain, and its power of resistance in this way is not so well determined as in the case of wrought iron. But cast iron resists a negative strain even better than wrought iron, its power of resistance being from 80,000 to 140,000 lbs., seldom less than 100,000 lbs. to the square inch, for pieces of a length not exceeding twice its least diameter. But in pieces of such dimensions as must usually be employed in bridges, fractures would take place by lateral deflection, with a much smaller force than would crush the material."

"It is therefore necessary to take into account the length and diameter, as well as the area of cross section, in order to determine the amount of negative strain which a piece of cast iron, or any other material may be relied upon to sustain."

According to the numerous experiments of Maj. Wade, of the U. S. Ordnance Corps, (see Haswell's Engineers' and Mechanics' pocket book, page 484,) we have the following as the comparative tensile, compressive, and torsional strength and hardness of wrought and cast iron:

CAST IRON.				
Tensile.	Compressive.	Torsional.	Hardness.	
Least.... 9,000	84,529	1,660	4.57	
Greatest.. 45,900	174,120	3,060	33.51	
Mean 31,829	144,906	2,760	22.14	

WROUGHT IRON.				
Tensile.	Compressive.	Torsional.	Hardness.	
Least.... 38,027	40,000	1,296	12.14	
Greatest.. 74,592	127,720	1,836	14.45	

Having had some experience in the construction of Iron Bridges, I will state some of the facts which have fallen under my own observation. During the years 1856 57 I constructed for the C. & F. R. R. Co. of Pa., across the Jordan Creek and Valley, a single track Deck Iron Bridge about 1120 feet long, and 89 feet high; the bridge consisted of eleven spans of 100 feet each, the side trusses (see figures 1, 2, 3,) were double cancel, and were divided into 12 panels each, they were 18 feet high, and were placed 10 feet apart from centre to center. Each lower chord (see fig. 4, C. C. C.) was formed of eight round bolts of wrought iron, which were connected longitudinally with screw swivels (B. B.) and laterally with combination or angle plates of cast iron (D. D.) through which the chord bolts (C. C. C.) pass, the plates being held in position by means of the jam nuts (n. n.)

The end panels had each but one chord-rod (fig 1, C. O.) which was secured to the base plates of the end posts in such a manner as to admit of the free expansion and contraction of the metal in the bridge. All of the post bearings were pivot at the bottom, and knuckle-joint or hinge at top, the posts were of cruciform section, the webs of the end posts were 12 inches wide by $\frac{1}{2}$ of an inch thick at the middle, and tapered to about $5\frac{1}{2}$ at each end (see fig. 11,) the webs of the intermediate posts varied from $9\frac{1}{2}$ to $9\frac{1}{2}$ thick at the centre, and tapered to $4\frac{1}{2}$ and $4\frac{1}{2}$ near the ends, (see figs. 4 & 10,) enlargements, recesses, &c., were made in the posts for the passage of the main rod counter diagonals etc. (See figs. 1, 2, 3, 4, 10, 11.)

The upper chords, (see figs. 4, G. G. G. & F.) consisted of hollow cylinders strengthened with 4 longitudinal webs and were turned off to a square bearing to receive the tenon of the cap F. The plate H to which the floor beams (z. z.) are secured, is made to clamp, loosely, the upper part of the cap F, so as to admit of a free expansion and contraction of the frame of the bridge, the woodwork of the track remaining unaffected. Cross struts and vertical cross ties were secured

at every panel of the bridge, as shown in the end and intermediate sections, (see figs. 2 & 3, v. v. & s. s.) The upper part of the bridge was laterally braced throughout, but there was none in the bottom, except the end panels of each span.

The bridge was supported on trussed piers of cast and wrought iron, which varied from about 30 feet to 54 feet in height, these stood upon and were anchored fast to foundations of massive masonry, which were raised a few feet above high water mark.

The extreme end posts of the bridge rested on abutments of masonry, the back walls of which were carried up to grade. Figs. 1, 2, 3, show a general outline of the bridge and piers, and in the latter the columns P. P. P. were of cast iron of cruciform section, excepting the ends which were cylindrical, and were turned off to fit into each other with tenon and socket joints at the junction of each section of the piers. At bottom each column rested upon a pivot base which was bolted to the coping of the masonry.

The cross struts, which were of round, wrought iron, $2\frac{1}{4}$ inches in diameter, passed through the columns; they had two screw nuts at each end, (for struts, see s. s. s.) for the purpose of retaining in position the columns and the eyes of the diagonal tie rods, t. t.

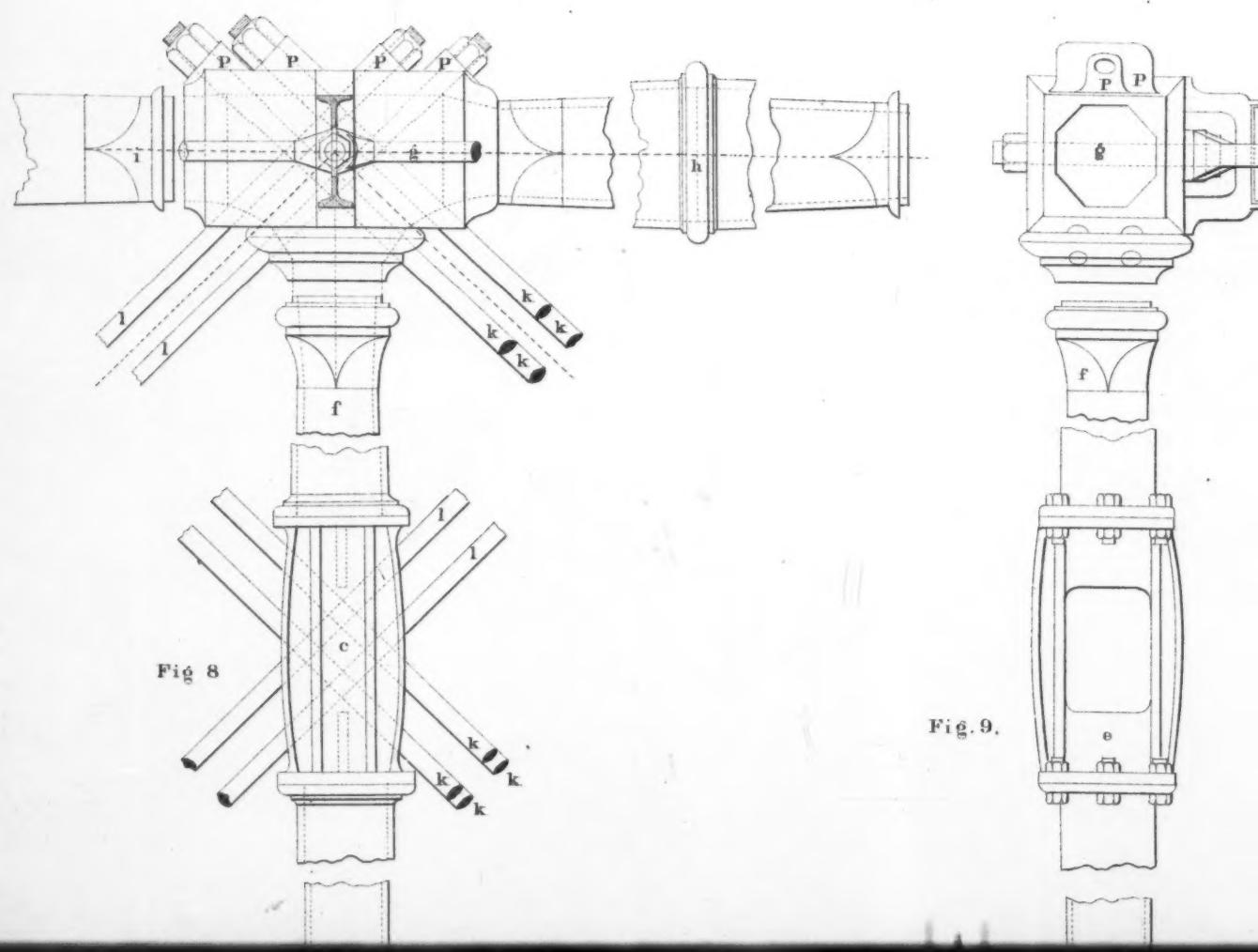
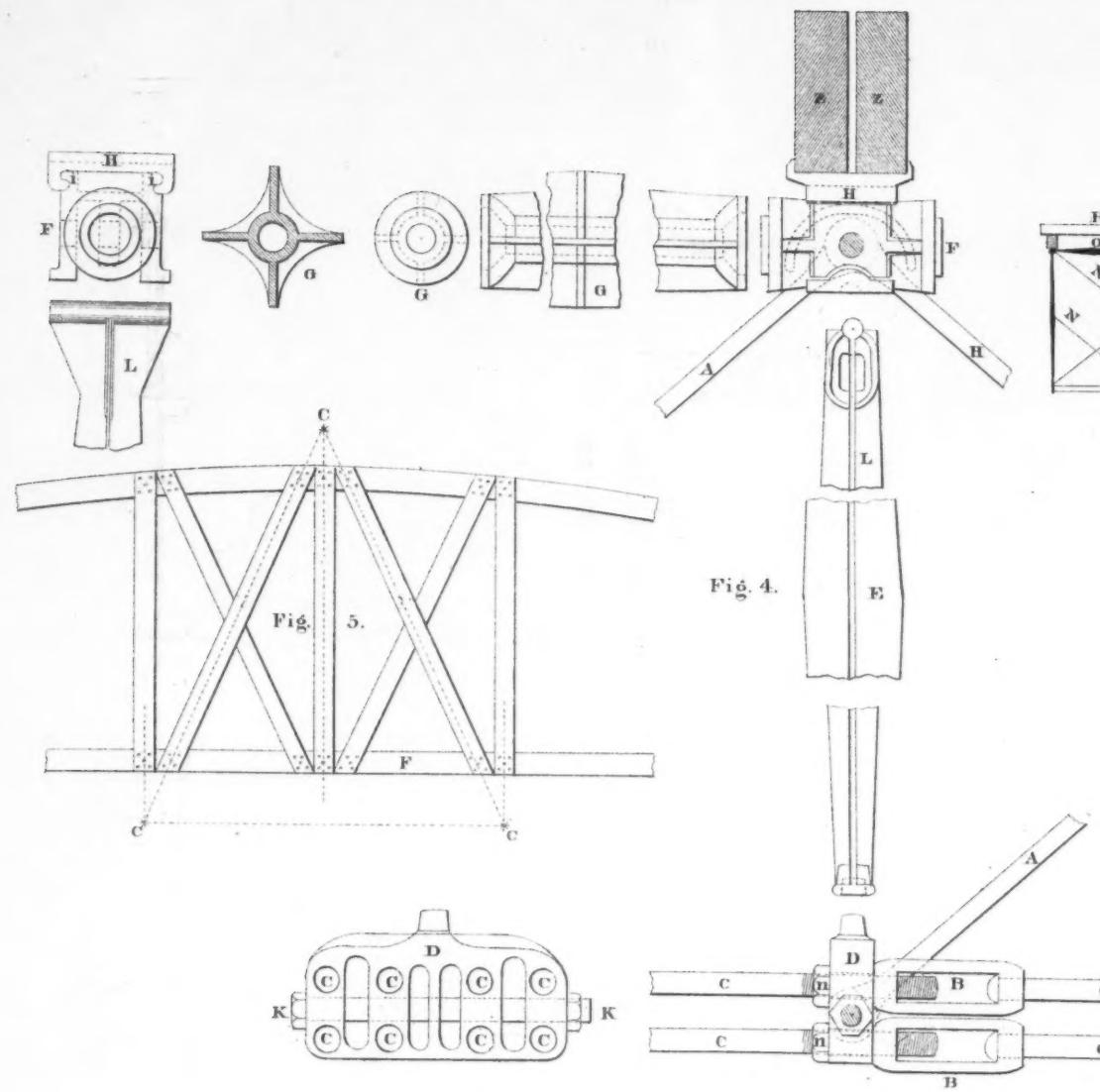
On the top of each set of columns (four constituting a set) was placed a cast iron frame, which for convenience, I call a spider frame. The spider frames were adjusted and held in position by means of four $2\frac{1}{4}$ inch vertical screw bolts, each about 15 inches long, the bottoms of which were rounded and set in recesses in the top of the columns, the nuts being let into recesses in the underside of the spider frames. Pivot bearings were cast on the top of the spider frames for the end posts of the several spans of the bridge; the spider frames were also connected to each other by the cross struts, tie rods, and a cast iron cornice; the whole being secured to the masonry by means of the guy rods (g. g.) All of the posts and struts of the bridge were used as they came from the foundry, no machine work being required. The difference in the lengths of the posts being adjusted by means of wrought iron washers placed on the pivots.

All the main and counter diagonals, also all of the diagonal tie braces, both in the bridge and the piers, had eyes at each end, but were connected and adjusted with screw swivels. All of the screw ends of the bolts in the bridge and piers, except the struts of the latter, were enlarged.

The contract with the Company required all of the wrought iron work of the bridge to be tested with a tensile strain of 22,400 lbs. per sectional inch; and as there were between 5,000 and 6,000 bolts, it was rather a serious matter. During the operation of testing, several hundreds of the bolts broke in the welded parts, most of them in the eyes, only one broke in the screw part, a highly crystallized $\frac{3}{4}$ inch bolt.

I recollect one instance in which a full set of chord rods for one or two panels broke while being tested; they had been welded, or rather an attempt had been made to weld them, and although before testing it could scarcely be seen where they had been united, so very smoothly and nicely had the work been executed, yet after being pulled apart it was scarcely perceptible where there had been any adhesion. On a subsequent occasion while experimenting with a working model of my testing machine, at the Locomotive and Machine Works of Trenton, N. J., I requested the foreman of the smiths' shop to procure a round bar of wrought iron one inch in diameter, about four feet long, and to have an eye formed at each end of the same; cautioning him to see that the welds were perfect. When he returned with the bar I asked, are you sure that the welds are perfect? to which he replied, "I will guarantee them." The bar was placed in the machine and power applied until the force reached 16,000 lbs. when one of the eyes broke, and Maj. Anderson, of Fort Sumpter notoriety, who was witnessing the operation, narrowly escaped having





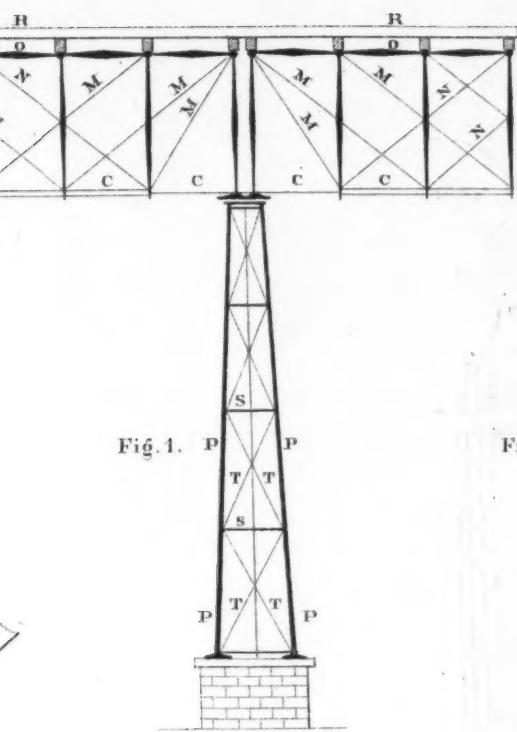


Fig. 1.

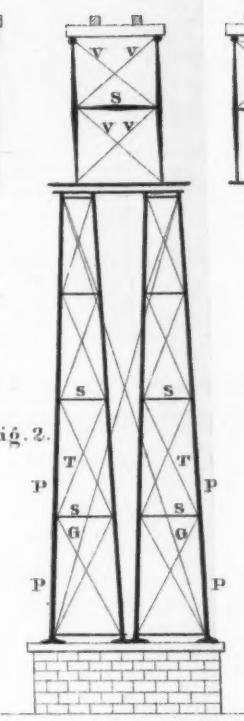


Fig. 2.

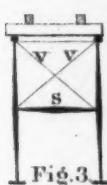
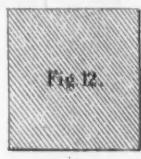
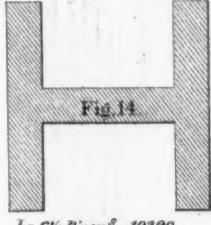


Fig. 3.

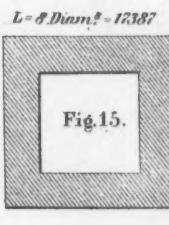
$L = 10$ Diam. $^2 = 63500$



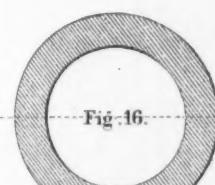
$L = 9$ Diam. $^2 = 65188$



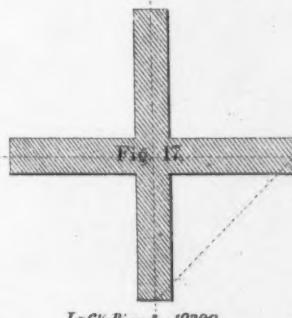
$L = 6\frac{1}{2}$ Diam. $^2 = 19290$



$L = 8$ Diam. $^2 = 17387$



$L = 6\frac{1}{2}$ Diam. $^2 = 21804$



$L = 6\frac{1}{2}$ Diam. $^2 = 19290$

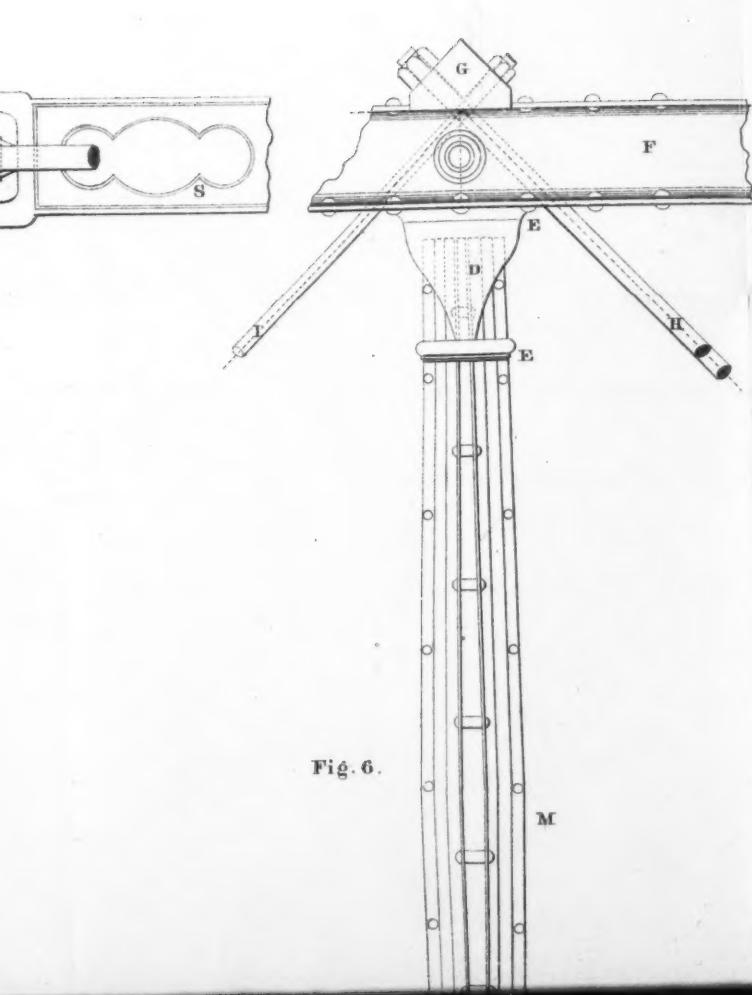


Fig. 6.

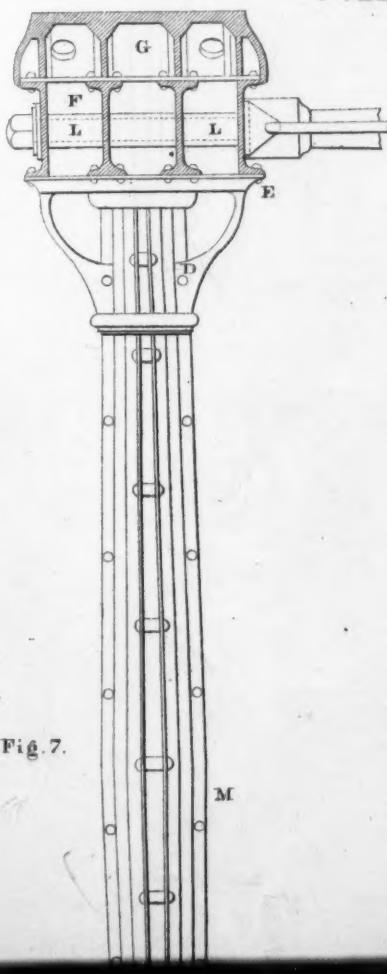


Fig. 7.

Fig. 8.

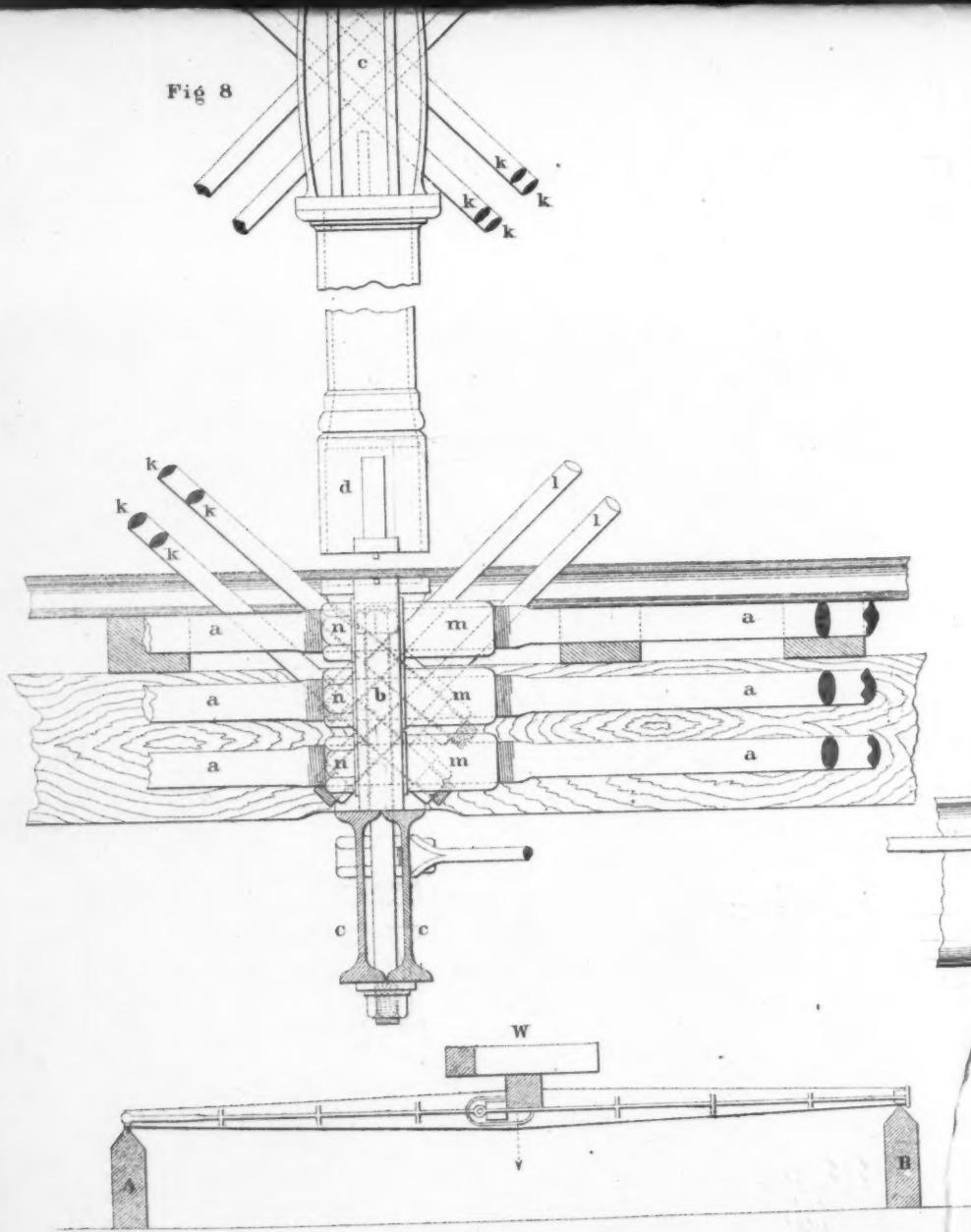
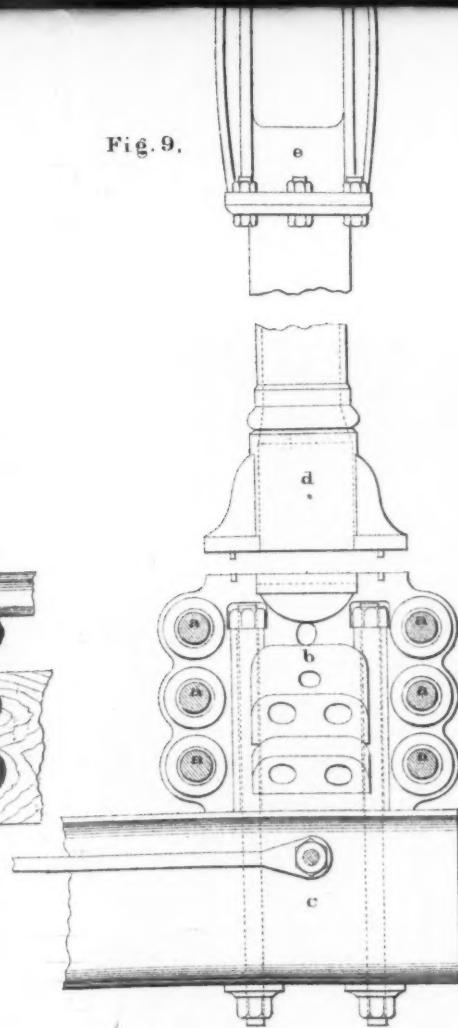


Fig. 9.



The Duval Steam Lth Co. Phila.

Fig. 10.

Fig. 6.

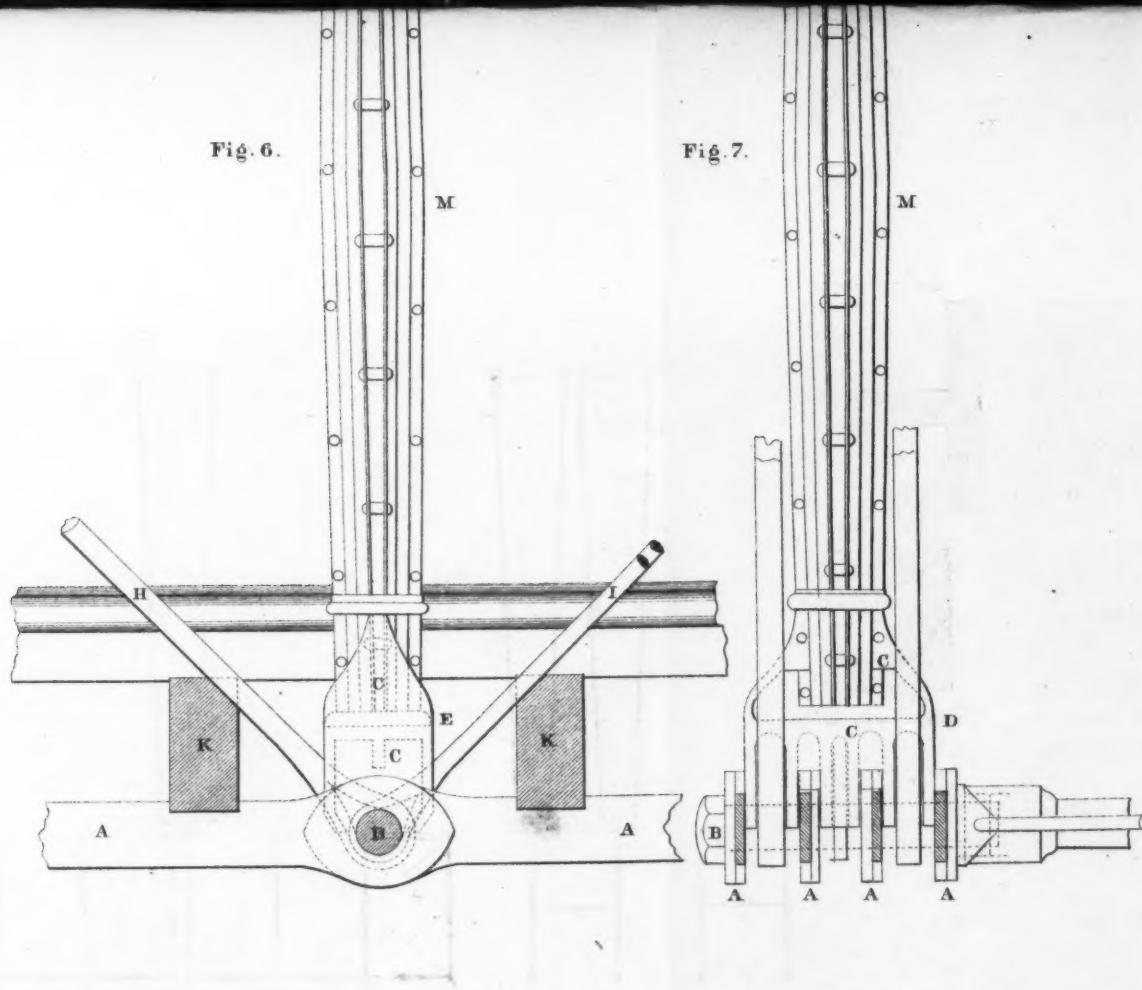


Fig. 7.

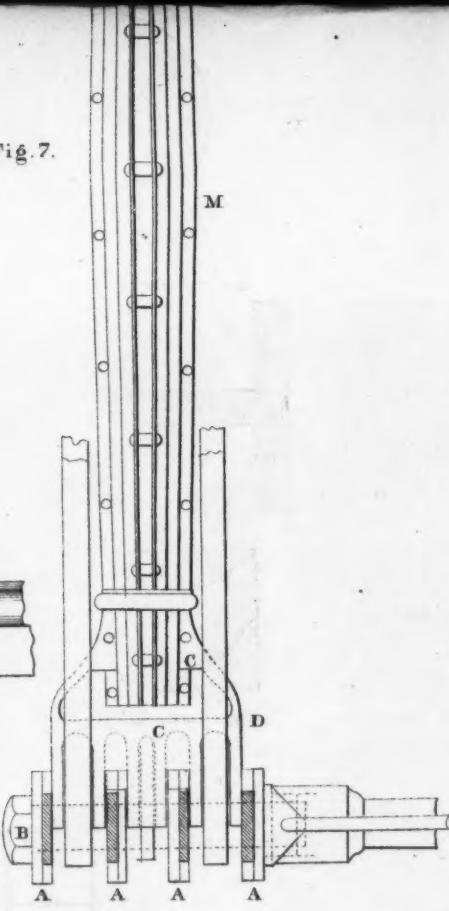
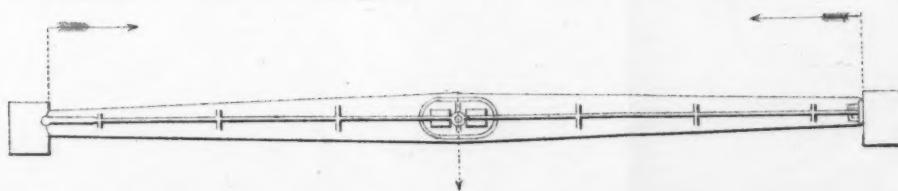


Fig. 11.





his leg broken by the cross head flying back. Upon examining the fracture, not more than two-thirds of the weld was found to be sound; on seeing which, the Major remarked, "that shows the importance of having all welded work tested."

While testing wrought iron bolts I have noticed in some instances bars have been broken when under a strain of about 80,000 lbs. per square inch presenting a fractured surface of fully one-third crystalline texture, the elongation of the bar being quite small. In one instance, two bars, each 12 feet long, were tested, the one after the other, each bar broke near the middle after elongating about 11 inches under a strain not exceeding 40,000 lbs. per square inch. At the point of fracture the bars were reduced probably 8-32nds of an inch in diameter, the surfaces of the fractured part were entirely fibrous and were too hot to handle without burning the hands.

The Jordan Iron Bridge at the time of its completion was one of the longest, if not the longest in the United States. There were comparatively few Iron Truss Bridges in the country at that time, and they were looked upon rather in the light of an experiment than otherwise.

The first stone of the masonry for the Bridge was laid August 27, 1856, and during the month of July, 1857, it was completed, and was tested with a load of 2,520 lbs. per foot lineal, or 112½ tons gross was placed upon one span and successively pushed and pulled over all the spans for the space of about one hour and a half, to the entire satisfaction of the officers of the company. This Bridge has been in use about thirteen years; and I was recently informed by Joshua Hunt, Esq., the President, that it is now in perfect order, and has cost nothing thus far to keep the iron work in repair.

The extension of iron under a force of 22,400 lbs. to the square inch was uniformly about 1-16 of an inch to every five feet in length, and the contraction precisely the same upon the removal of the strain.

The results of the testing proved conclusively the uncertainty of welded work, and the reliability of screw bolts; and I have ever since felt it to be my duty to use as small an amount of the former as possible. I allow no welds to be made in either the lower chord rods, or the main and counter diagonals of my bridges. Of course I use screw nuts, some of which are made by welding, but the force exerted on the weld can never exceed the one-fourth of that on the bolt, and may answer its purpose even though not quite sound. The cutting of the thread moreover, will test the soundness of the weld, which can readily be ascertained by inspection after the cutting. The breaking of a nut, however, rarely occurs, even though the power exerted should be greater than that which takes place in practical working.

While the second span was being erected I discovered some singular looking spots on the webs of several of the posts, which upon examination proved to be sand flaws, commonly termed honey combed, filled with a mixture of sulphur and plumbago. I had such posts removed, and at the request of the President of the Company, sent one of them—an end post—(see fig. 11,) to Cataanqua, where it was placed in a horizontal position in a hydraulic press, and subjected to a compressive strain of 160,000 lbs., which produced little or no deflection in it.

A defective intermediate post was placed in my own testing machine, and subjected to a compressive strain of about 58,700 lbs., which caused a downward deflection of the post of about two inches, more or less, from which it partially recovered on removing the strain.

At the foundry where cast, a sound intermediate post was placed upon props, (see fig. 10,) blocks of wood were placed each side the vertical web at the centre, a rectangular mass of iron of 4,000 lbs. weight was laid on top the blocks, and was mounted by three men of about 150 lbs each. The men then surged up and down awhile, breaking the vertical web from the bottom up to the cross web at a point about one foot from the centre of the post. Five men then got on, and after

surging while broke it in two. Another of the same kind of posts was tried with precisely the same results. The last two experiments indicate a positive strain of more than 32,500 lbs., and a negative strain of more than 66,000 lbs. to the square inch, not taking the surging into account.

I built a bridge for the Central R. R. of New Jersey, at Bound Brook, the end bearings of the upper chord of which, have neither been turned, planed, or had a tool on them, and yet these parts are constantly undergoing a compressive strain of 14,000 lbs. per square inch.

Another bridge of 92 feet spans on the line of the Newark and New York R. R., when loaded with 2,500 lbs. per foot, lineal, on each track, produces a strain on the upper chord of 19,000 lbs. per square inch, in both cases the elasticity of the metal remains perfect. Several years ago I erected an iron public road bridge, across the Lehigh river at Easton, Pa., the bridge consisted of two spans of 132 feet each; each span had three supporting trusses, there being two carriage-ways, and two outside footwalks; each carriage-way was 11½ feet wide, and each footwalk 4 feet wide. The floor beams and all parts acting by compression were of cast iron, and all those acting by tension of wrought iron. The joists and flooring were of wood. Over this bridge there has been a great deal of heavy teaming, the street railroad is also laid over it. I have been credibly informed that during the late civil war, the troops marched over it keeping step to the music of the fife and drum, and that too, while the bridge was otherwise crowded with human beings. I thought it was rather a foolhardy experiment, as it was quite light and not designed to be so used. I now think that all such bridges should be constructed with such a contingency in view, for should one break down when so laden, the result would be terrible.

The facts I have stated prove beyond a doubt in my opinion, the reliability of cast iron for compressive members in bridge construction, either alone as in an arch, or in combination with wrought iron or steel as in a truss.

(To be continued.)

Commerce of San Francisco.

Our exports of treasure for the first nine months of 1870, compared with those for the similar period in 1869, were as follows;

	1869.	1870.
New York	\$10,891,840	\$10,518,948
England	9,570,280	8,845,745
France	1,499,874	190,400
China	4,510,713	4,884,961
Japan	2,433,497	1,378,099
Phillipine Islands	8,000	.....
Chili .....	.....	487,510
Peru	30,780	682,087
Central America	979,487	15,000
Panama	544,191	226,497
British Columbia	29,100	.....
Total	\$30,488,762	\$26,728,256

The amount of treasure exported from San Francisco in the first nine months of 1868 was \$29,058,100, against \$81,727,000 for the same time in 1867, and \$34,690,000 in 1866.

The annexed table sets forth the character of our treasure exports for the first nine months of 1869 and 1870:

	1869.	1870.
Gold Bars	\$11,671,425	\$7,571,385
Silver bars	8,980,104	8,864,680
Gold coin	6,784,183	7,208,791
Silver coin	79,000	.....
Gold dust	23,598	6,605
Mexican dollars	1,780,199	3,058,560
Doubloons	6,208	.....
Legal tenders	214,095	13,284
Total	\$30,488,762	\$26,728,256

The comparison shows a decrease of \$4,100,000 in gold bullion, and an increase of \$414,000 in gold coin, and \$278,000 in Mexican coin. The amount of fine gold exported for the same time in 1868, was \$15,538,870.

We give a summary of the export trade of this port for the past nine months, together with a comparison for the corresponding period last year. By months the exports have been as follows:

	Merchandise.	Treasure.	Total.
January	\$1,156,888	\$8,274,744	\$4,431,582
February	981,726	8,199,519	4,181,245
March	1,185,972	8,780,047	4,966,019
April	1,557,854	8,282,929	4,840,283
May	1,095,919	1,736,821	2,832,240
June	911,974	2,704,961	3,616,935
July	1,665,901	3,330,214	4,998,115
August	1,404,845	2,132,641	3,537,486
September	1,557,149	8,281,980	4,889,129
Total	\$11,517,728	\$26,728,256	\$88,210,984

The value of the merchandise shipped hence for the quarter ending Sept. 30, was \$4,628,000, against \$6,498,800 for the same time in 1869, \$6,405,900 in 1868, \$6,180,200 in 1867, and \$4,107,100 in 1866. Our treasure exports for the past quarter amounted to \$8,744,800, against \$9,442,500 same quarter in 1869, and \$8,196,900 same quarter in 1868. During the first nine months of 1869 our combined exports of merchandise and treasure amounted to \$40,732,700, against \$45,209,800 same time in 1868, \$48,017,800 same time in 1867, and \$46,841,600 same time in 1866.

The value of our foreign imports for the nine months under review may be approximately stated at \$12,000,000. This is exclusive of the goods received here in bond in transit to other markets outside of California.

There is no way of arriving at the value of our domestic imports, though since Jan. 1 the Panama steamers have brought us free goods to the amount of \$8,514,000 in currency, and also merchandise to the value of \$124,355 in transit for China. The weight of the goods received by the way of Cape Horn for the same period amounted to 120,000 tons. A large quantity of freight has also been received from the Atlantic States over the railroad. The usual supplies of produce have also been received from various sources on the Pacific coast.

The arrivals of tonnage from all quarters during the past nine months compare as follows with the same period last year:

	1869.	1870.
From	Vessels.	Tons.
Domestic Pacific ports	2,211	440,207
Domestic Atlantic p'ts.	124	131,950
Foreign ports	846	305,685

Total

2,685 880,792 2,638 798,192

The following table shows the monthly demand for duties on foreign imports at this port and the collections of internal revenue in the San Francisco District for the first three-quarters of the year:

	Customs	Internal
	Receipts.	Revenue.
1870.		
January	\$491,351	\$214,646
February	595,991	186,507
March	802,810	285,618
April	679,480	220,098
May	629,126	263,607
June	800,428	514,570
July	582,789	488,395
August	769,968	249,124
September	828,727	292,194
Total	\$6,180,119	\$2,709,659

The amounts compare as follows with those for the corresponding period in previous years.

	1867.	1868.	1869.
Customs	\$5,998,004	\$6,560,731	\$6,341,866
Excise	3,691,784	3,283,073	2,555,826

Total

\$9,584,788 \$9,849,804 \$8,897,592

The amount collected for internal revenue has been growing less for two years, and will be still smaller in the future.—*San Francisco Bulletin.*

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend per share.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend per share.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$1,774,824	J. & J.	Jul. '69 8	Bridgeport and New Haven...100	3,300,000	J. A. J & O	Oct. '70 8	Portland, Saco & Portsmouth...100	\$1,500,000	J. & D.	Jun. '70 3
American Central....100	800,000	J. & J.	Jul. '70 4	Bannister and St. Joseph...100	3,000,000	-----	-----	Providence & Worcester...100	1,800,000	J. & J.	July '70 5
Atlanta and West Point...100	1,292,200	J. & J.	Jul. '70 4	Do. co. pref. 100	5,258,800	-----	Aug. '70 3	Raleigh and Gaston....	1,200,000	Jul. '69 3	-----
Atlantic & N. Carolina....100	5,045,225	-----	-----	Hanover Branch, Pa....50	116,360	M. & N.	May '70 5	Rensselaer and Saratoga...100	3,000,000	A. & O.	Oct. '70 3
Atlantic & Gt. Western....50	25,879,925	-----	-----	Housatonic....100	820,000	-----	-----	Richmond and Danville...100	2,000,000	-----	-----
" " " pref. 50	1,919,000	-----	-----	" pref. 100	1,180,000	J. & J.	July '70 4	Richmond and Petersburg...100	847,100	-----	-----
Atlantic & St. Lawrence*...100	2,494,900	M. & S.	Mar. '70 2	Huntingdon & B'd Top...50	494,380	J. & J.	-----	Rich., Fred. and Potomac...100	1,041,800	-----	-----
Augusta and Savannah...100	733,700	J. & J.	Jan. '70 8	Do. " pref. 50	190,750	J. & J.	Jn. '68 3	Rockport....100	88,460	-----	Nov. '67 2
Baltimore and Ohio....100	16,151,562	A. & O.	Oct. '70 8	Illinois Central....100	25,278,710	F. & A.	Aug. '70 6	Rome, Watert. and Og'n'b...100	2,400,000	J. & J.	July '70 5
Do. Washington Br....100	2,860,000	A. & O.	Oct. '70 6	Indianapolis, Cin. & Lafay...50	6,185,897	M. & S.	Sep. '67 6	Rutland preferred....100	-----	F. & A.	Aug. '69 3
Baltimore City Passenger	670,000	F. & A.	Aug. '70 8	Jefferson, Mad. & Ind....100	2,000,000	J. & J.	Jan. '69 4	St. L. Alt. and T. Haute...100	2,300,000	-----	-----
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apr. '68 3	Joliet and Chicago*....100	1,800,000	J. A. J & O	July '70 14	" " " prel. 100	2,040,000	Annual	June '70 7
Belvidere Delaware....100	994,260	-----	-----	Joliet & North. Indiana*....100	300,000	J. & J.	July '70 4	St. L. Jack'n'v. and Chic'o...100	1,488,425	-----	-----
Berkshire*....100	600,000	J. A. J & O	Oct. '70 0	Lake Shore & Mich. Bo....100	36,000,000	F. & A.	Aug. '70 4	Sandusky and Cincinnati...100	2,089,000	-----	-----
Blossburg & Corning*....50	250,000	J. & D.	Dec. '69 25	" " " guar. 100	635,500	F. & A.	Aug. '70 4	" " " prel. 100	445,596	M. & N.	Nov. '69 3
Boston and Albany...100	13,725,100	J. & J.	July '70 5	Lackawanna & Blooms...50	1,356,000	-----	-----	Sand., Mansf. and Newark...100	901,341	-----	-----
Boston and Chelsea....100	110,000	A. & O.	Oct. '70 4	Leeds and Farmington*....100	-----	J. & J.	Jan. '70 2	Savannah and Charleston...100	1,000,000	-----	-----
Boston, Concord & Mont....100	465,000	-----	-----	Lehigh and Mahanoy....50	2,168,565	J. & J.	Jan. '67 6	Schuylkill and Susquehna...50	1,269,150	-----	-----
Do. do. pref. 100	1,240,400	M. & N.	May '70 3	Lehigh and Susquehanna....50	8,739,800	M. & N.	M'Y '67 5	Second and Third St. (Ph.) 50	203,757	J. @ J.	July '70 3
Boston and Lowell....500	891,500	J. & J.	July '70 4	Lehigh Valley....50	10,731,400	J. A. J & O	Oct. '70 24	Schuylkill Valley*....50	576,050	J. & J.	Jan. '70 24
Boston and Maine....100	4,076,974	J. & J.	July '70 5	Lehigh Luzerne....50	344,650	J. & J.	Jan. '69 4	Scaboard and Roanoke....100	868,200	-----	-----
Boston and Providence....100	3,360,000	J. & J.	July '70 5	Little Miami....50	5,572,400	J. & D.	Jun. '70 4	Second Avenue (N. Y.)....100	670,000	-----	July '70 2
Broadway (South Boston) 50	400,000	J. A. J & O	Oct. '70 24	Little Schuylkill*....50	2,816,100	J. & J.	July '70 34	17th & 18th streets (Ph.)...50	130,000	-----	July '70 2
Broadwy & 7th Av. N. Y. 100	2,100,000	J. & D.	Dec. '69 25	Lombard and South St. (Ph.) 50	90,000	-----	Shamokin V. and Pottsville*...50	869,450	F. & A.	Feb. '70 3	
Brooklyn City....10	1,000,000	F. M. A. N.	Nov. '69 3	Long Island....50	8,000,000	F. M. A. N.	Aug. '68 2	Shore Line....100	686,200	J. & J.	Jan. '70 5
Brooklyn City & New'tn....100	399,800	-----	Louisv., Cin. and Lex....50	1,021,738	J. & J.	Jul. '69 3	Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '70 3	
Buffalo, Bradford & Pitts....100	1,100,000	-----	" " " pref. 100	848,315	J. & J.	Jul. '70 4	Somerville....100	75,000	-----	-----	
Buff, New York & Erie*....100	950,000	M. & N.	May '70 3	Louisville and Nashville....100	8,780,501	F. & A.	Aug. '70 4	South Carolina....100	5,819,275	-----	-----
Buffalo and Erie*....100	5,000,000	F. & A.	Aug. '70 6	Louisv., N. Alb. & Chicago....100	2,300,000	-----	South Shore....100	256,685	F. & A.	Aug. '70 4	
Camden and Amboy....100	5,000,000	F. & A.	Aug. '70 6	Lowell Horse....100	200,000	A. & O.	Oct. '70 8	South Western, Georgia....100	8,939,900	J. & J.	Jul. '67 4
Camden and Atlantic, pref. 50	600,000	-----	Memphis and Charleton....100	6,812,726	-----	Stony Brook....100	267,800	M. & N.	May '70 3		
Camden and Burlington Co. 100	321,000	-----	Memphis and Ohio....100	570,000	-----	Stonington and Indiana....100	1,988,141	-----	-----		
Cape Cod....50	721,926	J. & J.	July '70 5	Metropolitan (Boston)....100	1,250,000	-----	Stockbridge & Pittsfield*100	448,700	-----	-----	
Cape May and Millville*....50	447,000	J. & D.	June '70 3	Michigan Central....100	11,197,348	J. & J.	July '70 5	Summit Branch....50	250,000	F. & A.	Aug. '70 3
Catasauqua, pref. 50	2,200,000	M. & N.	May '70 3	Middlesex (Boston)....100	400,000	A. & O.	Oct. '70 3	Syr., Bingham, and N. Y....100	1,314,130	J. @ D.	Jun. '70 4
Dayuga & Susquehanna*....100	899,110	J. & J.	May '70 3	Mill Creek and Minchin'....50	323,375	J. & S.	June '68 3	Taunton Branch....100	260,000	-----	-----
Cedar Rapids & Mo. pref. 100	175,000	M. & N.	May '69 3	Milw. & Prairie du Chien....100	405,020	F. & A.	Feb. '70 5	Tennessee and Alabama....100	586,922	-----	-----
Central of Georgia....100	4,666,500	J. & J.	July '70 5	Milw. & St. Paul....100	7,665,104	-----	Third Avenue (N. Y.)....100	1,760,000	J. @ J.	July '70 3	
Central of New Jersey....100	15,000,000	J. & J.	June '70 1	" " " pref. 100	9,744,428	-----	Thirteenth and Fif. (Ph.)...50	50,000	J. @ J.	July '70 3	
Central Ohio....100	2,000,000	J. & D.	June '70 3	M. Hill & Schuylk. Haven....50	8,776,500	J. & J.	Jul. '70 24	Tol., Peoria and Warsaw....100	2,700,000	-----	-----
Do. pref. 100	400,000	J. & D.	June '70 3	Mobile and Ohio....100	8,762,400	-----	Warren....100	1,547,850	J. & J.	July '70 3	
Cen. Park, N. & E. River....100	270,000	-----	Montgomery & W. Point....100	1,644,104	J. & D.	Dec. '67 4	Worcester and Nashua....75	1,522,600	J. & J.	Jul. '70 5	
Chehahre, preferred....100	300,000	J. A. J & O	Jan. '70 3	Morris and Essex....50	7,880,100	J. & J.	Jul. '70 24	W. Wabash and West....100	11,700,000	-----	-----
Chicago and Alton....100	5,141,800	M. & S.	Sept. '70 6	M. Hill & St. Paul....100	7,665,104	-----	W. & M. May 1863	1,000,000	J. & N.	May '70 3	
Chicago, Buri. & Quincy....100	13,825,026	M. & S.	Sept. '70 5	" " " pref. 100	9,744,428	-----	Troy and Boston....100	607,111	-----	-----	
Chicago and Iowa & Nebra*....100	2,800,000	J. & J.	July '70 5	L. & N. Hill & St. Paul....100	7,726,500	J. & J.	Feb. '67 3	Troy and Greenbush*....100	274,400	J. & D.	Jun. '67 3
Chicago and Milwaukee*....100	2,277,000	-----	Mobile and Ohio....100	8,762,400	J. & J.	Jul. '70 24	Union Transport'n (Boa.)....100	200,000	-----	-----	
Chicago & N. Western....100	14,590,162	J. & D.	Dec. '69 4	Montgomery & W. Point....100	1,644,104	J. & D.	Dec. '67 4	Union (Phila.)....100	291,476	J. @ J.	July '70 3
" " " 159,097	1,600,000	J. & D.	June '70 2	Morris & Essex....50	7,880,100	J. & J.	Jul. '70 24	Vicksburg and Meridian....100	834,400	J. & J.	July '70 3
Chicago, R. I. & Pacific....100	16,000,000	A. & O.	Oct. '70 4	North Eastern (S. C.) pref. 100	1,250,000	J. & J.	Jul. '70 24	Virginia Central....100	2,500,000	J. & D.	June '70 4
Cin., Ham. & Dayton....100	3,600,000	A. & O.	Apr. '70 4	North Pennsylv....50	1,197,348	J. & J.	Jul. '70 24	Western Union....100	5,000,000	-----	-----
Cincinnati City Passenger Street	1,822,100	J. & J.	Jan. '69 2	Northwick & Worcester....100	400,000	A. & O.	Oct. '70 3	West Jersey....100	2,707,663	F. & A.	Aug. '70 5
Cin., Sand & Clev. pref. 50	428,646	M. & N.	May '70 3	Northwick & Worcester....100	400,000	J. & J.	Jul. '70 24	West Philadelphia....100	249,100	J. & J.	July '70 5
Citizens' Passenger (Phil.)....100	192,750	J. @ J.	July '70 7	New Bedford & Taunton....100	500,000	J. & J.	July '70 4	Wilm. and Weldon....100	1,463,776	-----	-----
Clev. Col., Cin. & Ind....100	10,450,000	F. & A.	Aug. '70 5	New Haven & London....100	1,344,000	J. & J.	Jan. '68 3	Winchester and Potomac....100	2,700,000	J. & J.	July '70 3
Cleveland & Mahoning*....100	2,056,400	M. & N.	May '70 3	New Jersey....100	6,250,000	F. & A.	Aug. '70 5	Warren....100	1,547,850	J. & J.	July '70 3
Cleveland and Pittsburg....100	5,958,775	J. A. J & O	Aug. '70 2	New London Northern....100	896,000	J. & J.	July '70 4	Worcester and Nashua....75	1,522,600	J. & J.	Jul. '70 5
Cleveland and Toledo*....50	5,000,000	F. & A.	Aug. '70 4	N.Y. Central & Hudson R. 100	45,000,000	A. & O.	Oct. '70 4	W. & M. May 1863	1,209,000	F. & A.	Aug. '70 5
Col., Chi. & Indiana Con....100	10,400,900	J. & D.	June '70 4	" " " Certificates....100	21,941,460	J. & D.	Aug. '69 4	West Jersey....100	1,209,000	F. & A.	Aug. '70 5
Columbus and Xenia*....50	1,786,200	J. & D.	June '70 4	" " " old int. cer. 100	2,829,000	J. & D.	Aug. '69 4	West Philadelphia....100	249,100	J. & J.	July '70 5
Concord & Ports., guar....100	1,500,000	M. & N.	May '70 5	New York and Harlem....50	5,000,000	J. & J.	July '70 4	Wilm. and Weldon....100	1,463,776	-----	-----
Coney Island & Brooklyn....100	360,000	J. & D.	July '70 5	" " " pref. 50	1,600,000	J. & J.	July '70 4	Winchester and Potomac....100	2,700,000	J. & J.	July '70 3
Conn. & Passumy, Havers....100	189,000	-----	" " " pref. 50	1,600,000	J. & J.	July '70 4	Warren....100	1,547,850	J. & J.	July '70 3	
Do. d. 1st 100	1,822,100	F. & A.	Aug. '70 3	North Carolina....100	1,600,000	J. & J.	July '70 4	Worcester and Nashua....75	1,522,600	J. & J.	Jul. '70 5
Connecticut River....100	1,700,000	-----	North Central....100	5,000,000	A. & J.	July '70 4	W. & M. May 1863	1,209,000	J. & D.	June '70 3	
Cumberland Valley....60	1,316,900	A. & O.	Apr. '70 4	North Eastern (S. C.) pref. 100	165,000	M. & N.	May '67 4	W. & M. Monongahela Navigation....50	728,100	J. & J.	July '70 3
Danbury and New'walk....100	400,000	-----	North Eastern (N. H.)....100	5,068,400	J. & D.	June '70 4	Morris (consolidated)....100	1,026,000	F. & A.	Feb. '67 2	
Dayton and Michigan*....100	2,350,646	J. & J.	July '70 3	North Pennsylv....50	3,150,150	J. & J.	Jan. '69 4	" (preferred)....100	1,176,000	F. & A.	Feb. '70 5
Del., Lackaw. & Western....100	13,386,020	J. & J.	July '70 5	Northwick & Worcester....100	2,388,500	J. & J.	Aug. '70 5	Pennsylvania....50	4,500,000	-----	-----
Des Moines Valley....100	1,820,200	-----	Do. " pref. 100	2,040,000	J. & J.	Oct. '70 4	" " " (pref.)....50	1,008,207	F. & A.	Feb. '67 6	
Detroit & Milwaukee*....100	452,360	-----	Do. " pref. 100	2,040,000	J. & J.	Oct. '70 4	Ph. & S. Susq. ....50	2,002,746	F. & A.	Feb. '67 6	
Do. " pref. 100	2,056,000	-----	Do. " pref. 100	2,040,000	J. & J.	Oct. '70 4					

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867.	28,109	51,881	60,029	81,156	95,828	121,702	174,812	181,207	200,550	212,109	128,166	75,871	1,470,858
1868.	64,462	86,987	81,396	96,461	106,835	184,729	269,560	261,882	262,770	236,422	286,562	342,743	2,300,767
1869.	212,604	218,982	391,308	485,048	568,270	866,080	882,667	511,884	809,788	576,642	685,366	410,000	5,070,852
1870.	418,104	394,176	488,338	688,768	768,720	729,274	784,000	806,040	828,413	.....	.....	.....	.....
Chicago and Alton:													
1863.	109,850	101,356	104,872	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	163,294	1,673,706
1864.	100,991	154,418	195,803	162,723	178,786	206,090	224,237	312,185	354,554	320,879	307,808	252,015	2,770,484
1865.	280,503	275,283	299,063	258,480	822,278	356,270	335,985	409,251	401,280	357,966	307,919	236,824	3,840,092
1866.	226,153	222,241	290,111	269,249	329,861	371,544	321,507	387,289	322,658	360,223	328,080	271,247	3,696,163
1867.	243,787	157,832	256,961	282,166	335,510	342,368	354,244	415,982	408,099	426,752	369,102	330,169	8,892,561
1868.	276,117	275,140	287,094	270,121	303,342	384,504	404,012	558,101	496,196	506,746	409,569	361,701	4,508,643
1869.	343,182	316,099	368,727	328,390	345,833	402,854	351,045	496,232	506,623	468,212	397,515	340,851	4,081,563
1870.	293,978	223,826	344,356	384,653	395,044	411,986	421,485	501,049	498,655	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863.	140,024	180,226	122,512	126,768	144,995	170,967	189,142	180,806	210,729	216,080	196,435	201,184	1,969,267
1864.	158,735	175,482	243,150	186,018	198,679	248,175	224,980	307,874	315,860	324,865	336,617	321,087	3,065,470
1865.	305,564	246,381	289,408	196,580	284,612	321,818	244,121	306,231	389,489	207,523	270,073	201,779	3,813,514
1866.	241,306	183,386	257,230	209,099	277,506	306,693	288,928	317,977	400,941	428,474	345,028	260,268	8,466,922
1867.	292,047	224,621	272,454	288,366	297,625	276,681	297,513	444,024	506,403	500,549	442,275	377,063	4,368,614
1868.	308,587	297,464	276,431	301,952	316,709	375,436	341,885	568,380	555,387	591,209	424,589	432,455	4,797,404
1869.	332,319	308,208	398,740	388,386	449,982	523,841	455,807	632,652	738,555	584,156	479,236	393,408	5,884,109
1870.	401,275	449,655	500,393	443,300	507,900	529,512	462,400	556,100	575,600	.....	.....	.....	.....
Chicago and Northwestern:													
1863.	273,876	317,839	390,355	421,363	466,830	556,145	480,710	519,304	669,605	729,759	716,378	563,400	6,114,566
1864.	541,005	482,164	499,296	468,358	586,623	747,942	702,691	787,508	946,707	932,683	754,671	547,842	9,796,490
1865.	522,566	399,917	523,845	537,519	585,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,420
1866.	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,580	876,900	11,682,730
1867.	724,890	807,478	850,192	1,004,597	1,211,150	1,180,933	1,076,764	1,251,940	1,507,479	1,507,087	1,107,084	1,001,087	18,384,471
1868.	892,093	830,287	1,142,166	1,112,190	1,268,444	1,261,961	1,157,066	1,087,974	1,306,678	1,371,780	1,140,146	845,708	18,386,467
1869.	706,025	765,782	868,359	929,077	1,177,897	1,154,520	1,080,946	1,246,313	1,276,171	.....	.....	.....	.....
Cleveland, Col., Cinc. and Indianapolis:													
1868.	242,205	236,160	242,509	286,436	186,559	203,866	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869.	204,112	180,840	239,622	247,561	241,456	259,408	253,567	341,743	320,226	293,615	271,555	242,621	3,096,956
1870.	201,500	218,600	244,161	246,046	260,166	274,021	249,356	319,012	317,887	.....	.....	.....	.....
Illinois Central:													
1862.	190,130	226,637	181,084	191,648	206,246	269,282	261,079	362,780	414,543	410,386	372,593	359,468	3,445,827
1863.	298,944	271,086	275,643	288,234	384,087	407,992	343,929	511,305	478,576	496,433	437,679	424,631	4,571,028
1864.	327,900	416,588	459,762	428,797	406,273	510,100	423,578	640,179	799,236	661,391	657,141	608,402	6,329,447
1865.	571,586	528,972	616,865	516,608	460,573	617,682	578,403	747,469	739,736	641,689	643,387	518,088	7,181,208
1866.	608,063	505,266	505,466	411,605	566,250	567,679	480,256	578,263	617,348	661,971	585,219	504,066	6,545,741
1867.	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,892
1868.	587,446	536,185	444,443	518,800	572,551	626,240	549,714	794,736	880,967	931,530	685,401	681,041	7,817,629
1869.	659,188	524,693	709,645	568,282	840,975	778,261	696,228	841,303	979,401	914,406	814,413	696,677	8,823,482
1870.	554,587	668,391	644,374	597,671	696,268	750,215	645,708	861,358	870,584	.....	.....	.....	.....
Marietta and Cincinnati:													
1866.	90,411	85,447	84,381	81,181	96,388	103,373	98,048	106,921	104,866	113,504	112,462	125,802	1,201,239
1867.	94,136	78,976	92,910	92,768	90,526	96,535	104,176	114,716	121,217	142,823	132,387	123,883	1,278,713
1868.	92,423	81,599	98,482	108,461	95,416	95,924	108,413	126,566	121,519	125,065	119,189	121,408	1,294,065
1869.	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,478	132,869	131,019	109,629	1,390,622
1870.	90,177	98,275	101,379	106,246	110,318	111,117	111,127	118,407	132,998	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1864.	256,600	304,445	358,454	320,661	267,126	316,258	278,901	348,862	402,219	407,107	448,084	411,806	4,120,152
1865.	363,996	366,361	413,974	351,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	381,799	4,826,727
1866.	312,846	277,234	412,715	413,970	418,478	384,684	338,868	384,401	429,177	496,655	429,546	382,218	4,850,328
1867.	305,867	311,088	325,372	409,248	357,149	307,968	313,120	424,318	488,388	530,871	429,785	380,034	4,663,508
1868.	362,021	338,235	378,735	452,429	306,6 0	366,117	308,502	476,600	521,326	543,886	436,399	437,508	4,981,158
1869.—"Including Lake Shore."	1,066,998*	880,593*	1,140,000*	473,544	445,142	705,129	727,045*	827,725*	828,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870.	931,873*	1,006,991*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862.	230,159	159,658	181,902	175,696	186,039	174,002	172,189	216,024	295,956	322,369	307,474	268,634	2,650,702
1863.	242,073	245,888	236,432	238,495	236,483	206,221	183,228	215,449	286,188	375,488	339,794	306,188	3,168,085
1864.	252,435	278,848	348,802	328,276	271,553	265,780	263,244	346,781	406,445	410,802	405,510	376,470	3,970,946
1865.	306,324	279,137	344,228	337,241	401,456	366,663	329,105	413,501	476,661	490,694	447,370	328,870	4,520,550
1866.	282,439	265,796	337,158	343,737	348,198	336,088	324,984	369,646	389,646	429,161	498,640	308,669	4,260,118
1867.	304,095	325,661	375,210	362,783	388,952	348,977	313,021	384,988	464,778	506,296	412,934	380,373	4,371,073
1868.	343,316	320,636	326,880	415,758	366,236	325,501	321,018	392,942	456,973	511,820	410,822	360,671	4,509,281
1869.	354,120	320,636	386,527</										

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.		Interest.				* Indicates that no interest is paid.		Interest.			
		Amounts outstanding.	Rate.	Payable.	WHEN PAYABLE.			Amounts outstanding.	Rate.	Payable.	WHEN PAYABLE.
National Securities Oct. 1, 1870.						Massachusetts—Western R. R. Loan, sterling		3,578,696	5	April & Oct.	69-'88
Loan of June 14, 1865..... registered	\$20,000,000	5	Jan. & July.	1874	107	—Troy and Greenfield Loan, stg.		3,500,580	5	"	88-'90
..... coupon		5	"	1874	108	—" dollar		1,166,500	5	"	90-'94
Loan of June 22, 1860..... registered	7,022,000	5	"	1871	—	—Eastern R. R. Loan		200,000	5	Jan. & July.	69-'71
..... coupon		5	"	1871	—	—Nor. & Worc. R. R. Loan		400,000	6	"	1877 100
Loans of Feb. 8, July 1, Aug. 3, '61 registered	282,733,100	6	"	1881	114	—B. H. & Erie R. R. Loan, stg.		290,400	6	"	1900
and March 3, 1863..... coupon		6	"	1881	114	—State Scrip (var.)		171,000	5	Various.	1870
Oregon War Bonds of March 2, 1861.....	945,000	6	"	1881	108	—		117,000	5	"	1872
						—		125,000	5	April & Oct.	1873
Loan of Feb. 26, 1862..... (5-20s) registered	497,170,850	6	May & Nov.	1882	108	—		244,000	5	Various.	1874
..... (5-20s) coupon		6	"	1882	113	—		162,000	6	June & Dec.	70-'72
Loan of March 3, 1864..... (5-20s) registered	3,120,100	6	"	1884	108	—		50,000	6	"	1877
..... (5-20s) coupon		6	"	1884	114	—Union Fund Loan of 1861		200,000	6	Jan. & July.	72-'73
Loan of June 30, 1864..... (5-20s) registered	104,968,000	6	"	1884	108	—		650,000	6	"	1900
..... (5-20s) coupon		6	"	1884	114	—		720,000	6	"	1872
Loan of March 8, 1866..... (5-20s) registered	187,776,750	6	"	1885	108	—		1,430,000	6	"	1876
..... (5-20s) coupon		6	"	1885	112	—		600,000	5	"	77-'78
..... 2d series (5-20s) registered	277,011,900	6	Jan. & July.	1886	110	—		220,000	5	May & Nov.	1890
..... (5-20s) coupon		6	"	1886	110	—		200,000	5	Jan. & July.	1893
..... 3d series (5-20s) registered	344,140,200	6	"	1887	110	—		4,000,744	5	May & Nov.	1894
..... (5-20s) coupon		6	"	1887	110	—		4,379,500	5	"	1895
..... 4th series (5-20s) registered	36,675,250	6	"	1888	110	—		888,000	5	Jan. & July.	1893
..... (5-20s) coupon		6	"	1888	110	—		3,605,000	6	Mar. & Sept.	1896
Loan of March 8, 1864..... (10-40s) registered	104,687,300	5	Mar. & Sept.	1904	106	—		919,324	6	Var.	3 yrs.
..... (10-40s) coupon		5	"	1904	106	—		200,000	6	Jan. & July.	1879
Pacific R. R. Bonds..... (currency)	64,618,632	5	Jan. & July.	1905-'99	111	—		1,728,000	6	"	73-'83
Certificates of Mar. 2, 1867, and July 25, 1868	45,135,000	3	Dem.			—		896,000	7	"	1886
Navy Pension Fund of July 25, 1868	14,000,000	3	Due.			—		463,000	7	May & Nov.	1886
Loans of 1862, 1847 and 1848	34,050	6	Due.			—		2,275,000	7	Jan. & July.	1883
Texas Indemnity Bonds of Sept. 9, 1860	242,000	5	Due.			—		7,000,000	6	Jan. & July.	41-'71
Treasury Notes prior to 1867	89,625	6	Due.			—		453,000	6	Jan. & July.	62-'90
Treasury Notes of 1857, '61 and '63	236,232	var.	Due.			—		2,830,000	6	"	82-'90
Treasury Notes (7-30s)	594,850	7.3	Due.			—		13,734,000	6	"	82-'90
Certificates of Indebtedness	5,000	6	Due.			—		1,589,000	7	"	81-'87
Compound Interest Notes of 1868 and 1864	2,054,500	6	Due.			—		3,000,000	6	"	81-'85
Temporary Loan of June 30, 1864	180,810	var.	Due.			—					90
U. S. Notes (greenbacks)	366,103,971	mf.	Dem.			—					
Fractional Currency	39,541,184	"	Dem.			—					
State Securities, latest dates.											
Alabama—State Bonds	168,900	5	May & Nov.	1872	72	—		1,089,800	6	Jan. & July.	69-'78
..... (extended)	2,414,800	5	"	1883-'85	—	—		600,000	6	Mar. & Sept.	84-'89
..... (sterling)	770,500	6	Jan. & July.	170-'86	—	—		1,267,000	6	April & Oct.	69-'74
..... (" extended)	732,800	5	"	1886	101	—		500,000	8	Jan. & July.	1869
..... (new)	660,200	8	"	194-'95	101	—		1,598,800	6	Jan. & July.	69-'84
Arkansas—State Funded Debt Bonds	4,300,000	6	Jan. & July.	189	62	—		1,002,900	6	"	86-'96
..... Aid Bonds	1,500,000	7	April & Oct.	1899	75	—		593,409	6	"	97-'02
California—Civil Bonds of 1867	3,066,500	7	Jan. & July.	1877	112	—		700,000	7	J. A. J. & O.	1870
..... 1860	177,500	7	"	1880	—	—		1,189,781	6	"	1878
..... Soldiers' Relief Bonds	470,500	7	"	1883	—	—		900,000	5	"	1875
..... Bounty Bonds	982,000	7	"	1885	—	—		2,955,800	5	"	1877
Connecticut—War Bonds, My. '61, (10 or 20 yr)	7,513,692	6	Jan. & July.	71-'81	1014	—		3,757,000	7	Jan. & July.	1877
..... Oct. '61, (10 or 20 yr)		6	"	72-'82	—	—		2,186,000	7	"	1877
..... Nov. 1863		6	"	1883	—	—		8,511,000	6	J. & J. & O. & O.	69-'91
..... My. '64, (10 or 20 yr)		6	"	1884	—	—		3,959,045	6	"	92-'98
..... May 1, 1866, (free)		6	"	1885	—	—		2,000,000	6	Chatham R. R.	1900
..... (various) registered	867,500	6	Various.	Var.	—	—		2,439,900	6	Jan. & July.	1898
Florida—State Bonds	500,000	8	Jan. & July.	Var.	—	—		2,026,171	6	Jan. & July.	1870
Georgia—State Bonds (W. & A. R. R.)	100,000	7	Jan. & July.	1870	90	—		1,600,000	6	"	102
..... (")	176,000	7	May & Oct.	1870	—	—		4,095,300	6	"	1881
..... (Act March 12, 1860)	2,164,500	7	Jan. & July.	1886	—	—		2,400,000	6	"	1886
..... (W. & A. R. R.)	1,619,000	6	"	1886	74	—		4,095,300	6	"	1884
..... (Atl. and Gulf R. R.)	75,000	6	May & Oct.	1874	81	—		4,095,300	6	"	1874
..... (sterling)	734,000	6	Feb. & Aug.	1878	—	—		4,095,300	6	"	1874
Illinois—New Internal Improvement Stock	1,635,954	6	Feb. & Aug.	1878	—	—		4,095,300	6	"	1874
..... Interest Bonds	986,649	6	Jan. & July.	1877	100	—		4,095,300	6	"	1874
..... Liquidation Bonds	193,400	6	"	1885	—	—		4,095,300	6	"	1874
..... Refunded Stock	986,900	6	"	1885	—	—		4,095,300	6	"	1874
..... Thornton Loan Bonds	104,000	6	"	1886	—	—		4,095,300	6	"	1874
..... War Loan Bonds	543,200	6	"	1870	100	—		4,095,300	6	"	1874
..... Ill. and Mich. Canal	792,222	6	"	1870	—	—		4,095,300	6	"	1874
..... registered	535,387	6	"	1870	—	—		4,095,300	6	"	1874
Indiana—State Stock	2,322,925	5	Jan. & July.	1866	—	—		4,095,300	6	"	1874
..... War Loan Bonds	210,000	5	May & Nov.	1888	—	—		4,095,300	6	"	1874
Iowa—State Bonds of 1868	200,000	7	Jan. & July.	1868	—	—		4,095,300	6	"	1874
..... War and Defense Bonds of 1861	300,000	7	"	1881	—	—		4,095,300	6	"	1874
Kansas—War Bonds, 1861-'67	750,000	7	Jan. & July.	76-'91	—	—		4,095,300	6	"	1874
..... Territorial Debt Bonds	100,000	6	July.	1883-'84	—	—		4,095,300	6	"	1874
Kentucky—State Bonds	1,421,000	6	April & Oct.	71-'72	99	—		4,095,300	6	"	1874
..... Military Bonds	339,000	5	May & Nov.	1879	—	—		4,095,300	6	"	1874
Louisiana—State Bonds (Schools, &c.)	180,000	5	April & Oct.	69-'73	—	—		4,095,300	6	"	1874
..... (Railroads)	2,002,000	6	Jan. & July.	1883	—	—		4,095,300	6	"	1874
..... (Charity Hospital)	86,000	6	Mar. & Sept.	1872	—	—		4,095,300	6	"	1874
..... (Levees)	1,000,000	6	Various.	1886	76	—		4,095,300	6	"	1874
..... (" 1867)	2,414,000	5	May & Nov.	1907	—	—		4,095,300	6	"	1874
..... (" 1868)	3,000,000	8	"	1908	87	—		4,095,300	6	"	1874
..... (Funding)	494,800	6	Various.	1886-'88	—	—		4,095,300	6	"	1874
Maine—Civil Loans	250,000	6	Mar. & Sept.	1874	64	—		2,320,750	6	"	1871
..... War Loan of 1861	171,000	6	"	1875-'78	100	—		30,500	6	April & Oct.	1871
..... 1863	800,000	6	"	1871	100	—		1,157,000	6	Mar. & Sept.	1872
..... 1864	525,000	6	Mar. & Sept.	1883	97	—		214,000	6	April & Oct.	1873
..... Bounty Loan of 1868	2,832,500	6	June & Lee.	1889	97	—		776,000	6	Jan. & July.	1883
..... 475,000	6	Feb. & Aug.	1880	98	—			881,000	6	Feb. & Aug.	1884
..... 802,000	6	J. A. J. & O.	1865	98	—			314,454	6	J. A. J. & O.	1870
..... converted	2,252,112	5	"	1869-'70	—	—		4,484,445	6	"	1888
..... War Loan of 1861	1,214,580	5	"	1869-'70	—	—		2,386,000	6	Jan. & July.	71-'90
..... 1863	269,000	6	"	1869	98	—		1,000,000	6	"	75-'79
..... 1864	525,000	6	"	1880	98	—		1,282,971	6	"	70-'90
..... (" 1864)	2,414,400	6	"	1880	98	—		1,398,640	5	April & Oct.	Var.
..... 475,000	6	J. A. J. & O.	1865	98	—			289,160	5	"	60
..... converted	1,214,580	5	"	1869-'70	—	—		1,706,000	6	"	60
..... Currency Bonds of 1867	24,000	6	"	1880	98	—		25,903,000	6	Jan. & July.	long Var.
..... 1854-'56	1,428,428	6	"	1870-'85	96	—		2,172,000	6	"	62
..... 1858-'59	525,000	6	"	1880-'99	95	—		4,677,950	6	"	60
..... 1858-'59	46,232	6	"	1890	79	—					
..... Defense Loan of 1864-'68	2,040,100	6	"	1883	102	—					
..... National Belated Loan of 1867	100,000	6	"	1879	99	—					

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
Adirondack:						Catawissa:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	1st Mortgage.....	\$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Albany and Susquehanna:						Cedar Falls and Minnesota:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	84
Albany City Loan.....	1,000,000	6	May & Nov.	"	1895	1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	"	1887	...
2d Mortgage for \$2,000,000.....	2,000,000	7	April & Oct.	"	1885	Cedar Rapids and Missouri River:						
3d Mortgage.....	175,000	7	May & Nov.	"	1889	1st Mortgage.....	3,586	7	Jan. & July.	New York.	1916	88
Allegheny Valley:						Central Branch Union Pacific:						
General Mortgage.....	3,785,000	7.3	Jan. & July.	New York.	1896	1st Mort. (Atchison & Pike's P.)	1,000,000	6*	May & Nov.	New York.	1855-96	...
1st Mortgage Eastern Ex.....	59,000					2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	"	1855-96	...
Bonds to State of Pennsylvania.....	3,500,000					Central of Georgia:						
Androscoggin:						1st Mortgage.....	786,000	7	March & Sept.	Savannah.	1875	98
1st Mortgage.....	425,000	6	April & Oct.	Portland.	1890	Central of New Jersey:						
Atlantic and Great Western:						1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	100
1st Mortgage (New York).....		7*	April & Oct.	London.	1879	2d Mortgage.....	800,000	7	May & Nov.	"	1875	108
1st Mortgage (Pennsylvania).....		7*	"	"		New Loan for \$5,000,000.....	1,500,000	7	Feb. & Aug.	"	1890	101
1st Mortgage (Ohio).....	6,000,000	7	"	New York.	1876	Central Ohio:						
1st Mortgage (Franklin Branch).....		7*	June & Dec.	London.	1882	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1880	94
1st Mortgage (Buffalo Extension).....		7*	April & Oct.	"		Central Pacific of California:						
1st Mortgage (Silver Creek Br.).....		7*	March & Sept.	"		1st Mortgage (on 725 m.) free.....	26,010,000	6*	Jan. & July.	New York.	1895	90
2d Mortgage (New York).....	3,000,000	7*	April & Oct.	New York.	1881	2d Mortgage (paid by Cal.).....	1,500,000	7*	"	"	1885	...
2d Mortgage (Pennsylvania).....		7*	"	London.	1882	Convertible bonds.....	1,500,000	7*	"	"	1885	100
2d Mortgage (Ohio).....		7*	Jan. & July.	"		National Loan.....	26,010,000	6	"	"	1895	...
1st Consolidated Mortgage.....	20,000,000	7*	April & Oct.	"		Charlotte and South Carolina:						
2d Consolidated Mortgage.....	7,000,000	5*	"	"		1st Mortgage for \$500,000.....	334,000	7	Jan. & July.	New York.	1880	...
Income Mortgage.....	8,701,806	7*	"	"		Cheraw and Darlington:						
Atlantic and Gulf:						1st Mortgage.....	150,000	7	Jan. & July.	Charleston.	1870	...
1st Mortgage Consolidated.....	2,000,000	—	&	New York.	1896	Chesapeake and Ohio (Va. Cent.):						
Atlantic and St. Lawrence:						1st Mortgage for \$15,000,000.....						
Portland City Loan (skg fund).....	1,500,000	6	Various.	B. & N. Y.	'68-'70	1st Mortgage.....	6*	May & Nov.	New York.	1900	90	
2d Mortgage.....	1,614,500	6	April & Oct.	Portland.	1866	Company bonds.....	771,800	6	Jan. & July.	Boston.	175-180	91
2d Mortgage, sterling.....	885,500	6*	"	London.	1866	Chester Valley:						
Sterling Loan.....	484,000	6*	May & Nov.	"	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	61	
Baltimore and Ohio:						Chicago and Alton:						
Loan of 1865.....	863,250	6	Jan. & July.	Baltimore.	1875	1st Mortgage, prof. sinking fund.....	356,000	7	May & Nov.	New York.	1877	97
Loan of 1860.....	579,500	6	"	"	1st Mortgage.....	2,383,000	7	Jan. & July.	"	1893	102	
Loan of 1853.....	1,710,500	6	April & Oct.	"	Income bonds (2d Mortgage).....	1,078,000	7	April & Oct.	"	1883	94	
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	"	Chicago, Burlington and Quincy:							
Northwestern Va. B. R. 2d Mort.	458,500	6	"	"	Trust Mortgage.....	2,876,000	8	Jan. & July.	New York.	1883	110	
Northwestern Va. R. R. 3d Mort.	140,000	6	"	"	Trust Mortgage, convertible.....	150,000	8	"	"	1883	...	
Bay de Noquet and Marquette:					2d Mortgage.....	941,000	4	"	Frankfort.	1890	...	
1st Mortgage Income.....	250,000	8	April & Oct.	New York.	'70-'71	Company bonds.....	409,000	7	March & Sept.	New York.	1890	...
Bellefontaine:					Chicago, Cincinnati and Louisv.:							
1st Mortgage (B. and Ind. R. R.).....	761,000	7	Jan. & July.	New York.	'70-'90	1st Mortgage for \$1,000,000.....	400,000	7	Jan. & July.	New York.	1887	...
Bellefonte and Snow Shoe:					Chicago and Great Eastern:							
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1876	Construction.....	400,000	7	April & Oct.	New York.	1896	...
Belvidere Delaware:					Income.....	300,000	7	"	"	1895	41	
1st Mortgage (guar. by C. & A.).....	1,000,000	6	June & Dec.	New York.	1877	Chicago, Danville and Vincennes:						
2d Mortgage (guar. by C. & A.).....	500,000	6	March & Sept.	Princeton.	1885	1st Mortgage S. F.	2,500,000	7*	April & Oct.	New York.	1900	95
3d Mortgage (guar. by C. & A.).....	745,000	6	Feb. & Aug.	"	Chicago, Iowa and Nebraska:							
Blue Ridge, S. Car.:					1st Mortgage.....	1,110,000	7	Jan. & July.	New York.	1891	...	
1st Mortgage of \$2,500,000.....		7	Jan. & July.	Charleston.	1893	Chicago and Milwaukee (45 m ² ls):						
Boston and Albany:						1st Mortgage (C. and N. W.):						
Sterling Loans.....	2,051,520	5*	April & Oct.	London.	'69-'71	1st Mortgage (C. and N. W.):	397,000	7	May & Nov.	New York.	1874	90
Dollar Loan.....	798,000	5	"	Boston.	1875	Company and Northwestern:						
Boston, Clinton and Fitchburg:						1st Mortgage (Pref. sinking fund b'ds (193 m.):	1,249,500	7	Feb. & Aug.	New York.	1885	96
1st Mortgage.....	400,000	6	Jan. & July.	Boston.	1884	Funded Coupons.....	755,000	7	May & Nov.	"	1883	92
Boston, Concord and Montreal:						General 1st Mortgage.....	3,592,500	7	Feb. & Aug.	"	1885	94
1st Mort. (Conc. to War. 71 m.).....	204,000	7	Feb. & Aug.	New York.	1865	1st Mortgage, Appleton Ext.	184,000	7	"	"	1885	...
2d Mort. conv. (1st M. on 22 ^{1/2} m.).....	100,000	6	Jan. & July.	Boston.	1870	1st Mortgage, Green Bay Ext.	300,000	7	"	"	1884	...
2d Mort. conv. (1st M. on 22 ^{1/2} m.).....	250,000	7	"	"	Equipment Bonds.....	101,000	7	April & Oct.	"	1874	...	
Sinking Fund Mortgage.....	496,000	6	"	"	Mississippi River Bridge Bonds.....	200,000	7	Jan. & July.	"	1884	...	
Boston, Hartford and Erie:					Elgin and State L. purchase b'ds.....	138,000	6	"	"	1878	...	
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	Consolidated sinking fund bonds.....	2,077,000	7	F. M. A. & N.	"	1915	90
1st Mortgage (new) for \$20,000,000.....		7	Jan. & July.	"	Equipment Bonds.....	826,000	10	May & Nov.	"	1887-71	...	
Boston and Lowell:					1st Mort. (Gal. & Chic. U. R. R.).....	1,807,000	7	Feb. & Aug.	"	1882	96	
Convertible bonds.....	101,000	6	Jan. & July.	Boston.	1873	2d Mort. (Gal. & Chic. U. R. R.).....	985,000	7	May & Nov.	1875	95	
Scrip certificates.....	366,000	3	April & Oct.	"	1st Mortgage (Peninsular R. R.).....	855,000	7	March & Sept.	"	1898	90	
Wharf purchase bonds.....	200,000	6	"	"	1st Mort. (Chi. & Mil. R. W. 86 m.).....	1,129,000	7	Jan. & July.	"	1900	...	
Buffalo, Bradford and Pittsburg:					1st Mortgage (Beloit & Mad. R.).....	364,000	7	"	"	1889	...	
1st Mortgage.....	580,000	7	Jan. & July.	New York.	1886	Chicago, Keweenaw and Pacific:						
Buffalo, Corry and Pittsburg:					1st Mortgage (C. & R. I. R. R.):	1,397,000	7	Jan. & July.	New York.	1870	...	
1st Mortgage (B., C. & P. of Pa.).....	100,000	7	Jan. & July.	Pittsburg.	18—	1st Mort. (C. R. I. and P. R. R.):	7,376,000	7	"	"	1895	98
1st Mort. (Buff. & O. C. Cross-cut).....	600,000	7	"	New York.	18—	Chillicothe and Brunswick:						
Buffalo and Erie:					1st Mortgage.....	500,000	8	May & Nov.	New York.	1894	82	
Co bonds (Buff. and State Line).....	400,000	7	June & Dec.	New York.	1870	Cincinnati, Dayton and Eastern:						
Co bonds (Buff. and State Line).....	100,000	7	May & Nov.	"	1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1896	...	
Co bonds (Buff. and State Line).....	200,000	7	Jan. & July.	"	Cincinnati, Hamilton and Dayton:							
Co bonds (Erie and Northeast).....	300,000	7	March & Sept.	"	2d Mortgage (1st Mort. paid).....	1,250,000	7	May & Nov.	New York.	1880	80	
Buffalo, New York and Erie:					3d Mortgage.....	500,000	8	Jan. & July.	"	1885	...	
1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	New Mortgage.....	282,000	7	"	"	1877	...
2d Mortgage.....	380,000	7	May & Nov.	"	Cincinnati and Indiana:							
Burlington, Cedar Rapids & Minn.:					1st Mortgage.....	2,500,000	7	June & Dec.	New York.	1892	73	
Burlington and Missouri River:					2d Mortgage.....	2,000,000	7	Jan. & July.	"	177-87	79	
Land Grant Mortgage.....	4,690,608	7	April & Oct.	New York.	1893	Cincinnati and Indianapolis Junc.:						
1st Convertible bonds.....	600,000	7	Jan. & July.	"	1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	...	
2d Convertible bonds.....	600,000	7	"	"	2d Mortgage.....	800,000	7	March & Sept.	"	1893	...	
3d Convertible bonds.....	958,545	8	"	"	1st Mortgage (Newcastle Br.).....	250,000	7	June & Dec.	"	1894	...	
California Pacific:					1st Mort. (guar. by I. C. & L. A.):	400,000	7	Jan. & July.	New York.	1895	...	
1st Mortgage, sinking fund.....	2,250,000	7	Jan. & July.	New York.	1889	Cincinnati, Kichmond & Chicago:						
Camden and Amboy:					1st Mortgage.....	500,000	7	Jan. & July.	New York.	1895	...	
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	2d Mortgage.....	1,600,000	7	May & Nov.	New York.	1893	...
Sterling Loan, skg fund £366,200	1,845,000	5*	March & Sept.	"	Cincinnati, Sandusky and Clev.:							
Loan for \$500,000.....	323,226	6	April & Oct.	New York.	1870	1st mortgage.....	976,000	7	June & Dec.	New York.	1890	75
Loan for \$675,000.....	675,000	6	"	"	1st Mortgage.....	425,000	7	June & Dec.	New York.	1890	96	
Loan for \$1,700,000.....	1,700,000	6	Feb. & Aug.	"	Cleveland, Columbus and Oinc.:							
Loan for \$2,500,000.....	887,000	6	May & Nov.	"	1st Mortgage.....	850,000	7	Feb. & Aug.	New York.	1873	...	
Consol. Mortgage for \$5,000,000.....	4,666,940	6	June & Dec.	"	3d Mortgage.....	587,000	8	March & Sept.	"	1876	...	
Camden and Atlantic:					1st Mortgage.....	147,500						

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.					
			When.	Where.	Due.				When.	Where.	Due.			
Clev., Painesv., & Ash. (L. Shore):														
1st Mortgage.....	\$800,000	7	Jan. & July.	New York.	1874	92	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1897	100	
2d Mortgage.....	1,000,000	7	"	"	1880	...	2d Mortgage.....	4,000,000	7	March & Sept.	"	1879	92	
3d Mortgage.....	1,000,000	7	April & Oct.	"	1892	90	3d Mortgage.....	6,000,000	7	"	"	1883	87	
Cleveland & Toledo (Lake Shore):														
1st Mort. (June, R. R. 1st Div.)...	13,000	7	April & Oct.	New York.	1867	...	4th Mortgage.....	4,441,000	7	April & Oct.	"	1890	7	
1st Mort. (June, R. R. 2d Div.)...	116,000	7	June & Dec.	"	1882	...	5th Mortgage.....	926,500	7	June & Dec.	"	1888	80	
1st Mortgage S. F. (Clev. & Tol.)...	2,015,000	7	Jan. & July.	"	1885	98	Buffalo Branch Bonds.....	186,400	7	Jan. & July.	"	1891	...	
2d Mortgage (Clev. and Tol.)...	1,000,000	7	April & Oct.	"	1886	...	Sterling Loan £800,000.....	4,844,444	6*	March & Sept.	London.	1875	...	
Columbus and Augusta:														
1st Mortgage for \$1,000,000.....	410,000	7	Jan. & July.	New York.	1888	...	1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	...	
Columbus, Chicago & Ind. Cent.:														
C. and I. 1st Mortgage skg. fund.....	15,000,000	7	April & Oct.	New York.	1908	77	2d Mortgage.....	700,000	7	April & Oct.	"	1875	...	
Columbus and Indiana Central:														
2d Mortgage.....	821,000	7	May & Nov.	New York.	1886	59	New Mortgage.....	859,000	7	Jan. & July.	"	1893	...	
Income Bonds.....	1,243,000	7	"	"	1881	...	Evansville and Crawfordsville:							
Columbus and Hocking Valley:														
1st Mortgage.....	262,500	7	Jan. & July.	New York.	1897	...	1st Mortgage of 1852.....	350,000	7	Jan. & July.	New York.	1869	...	
Consol. 2d Mortgage skg. fund.....	5,000,000	7	Feb. & Aug.	"	1909	...	1st Mortgage of 1854.....	740,000	7	May & Nov.	"	1869	...	
Columbus and Xenia:														
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890	...	Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	"	1881	...	
Connecticut and Passumpsic Riv.:														
1st Mortgage sinking fund.....	500,000	6	June & Dec.	Boston.	1876	94	Fall River, Warren & Providence:							
Notes of '66 and '67, free.....	286,000	7	"	"	"76-'77	100	1st Mortgage.....	200,000	7	— & —	Providence.	18	...	
Connecticut River:														
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	98	1st Mortgage guaranteed.....	100,000	6	— & —	Princeton.	18	...	
Connecting:														
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	58	1st Mortgage.....	1,520,500	7	— & —	New York.	18	...	
Quarne and Pennsylvania:														
1st Mortgage for \$1,000,000.....	875,000	6	March & Sept.	New York.	1891	...	1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	99	
2d Mortgage sinking fund.....	789,000	6	May & Nov.	"	1885	...	2d Mortgage.....	1,985,000	7	May & Nov.	"	1875	92	
Quarne Valley:														
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	...	Georgia: Bonds.....	592,000	7	J. & J.	Augusta.	70-78	...	
2d Mortgage.....	109,500	8	"	"	1904	...	Grand Rapids and Indiana:							
Danbury and Norwalk:														
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	...	1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	...	
Danv., Urbana, Blooming. & Peoria:														
1st Mortgage sinking fund.....	2,000,000	7	Jan. & July.	New York.	1908	...	Grand River Valley:							
Dayton and Michigan:														
1st Mortgage sinking fund.....	2,802,000	7	Jan. & July.	New York.	1881	...	1st Mortgage, guaranteed.....	1,000,000	7	Jan. & July.	New York.	1886	...	
2d Mortgage.....	642,000	7	March & Sept.	"	1884	...	1st Preference Bonds.....	12,573,661	5*	Jan. & July.	London.	18	...	
3d Mortgage.....	700,000	7	April & Oct.	"	1888	...	2d Preference Bonds.....	7,355,986	5*	"	"	18	...	
Dayton and Union:														
1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	...	3d Preference Stock.....	3,414,094	4*	"	"	18	...	
2d Mortgage.....	135,000	7	June & Dec.	"	1879	...	4th Preference Stock.....	25,592,860	4*	"	"	18	...	
Income Bonds.....	252,445	6	"	"	1879	...	Equipment Bonds.....	2,433,333	6*	April & Oct.	"	18	...	
Dayton and Western:														
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882	...	Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	"	18	...	
2d Mortgage.....	463,000	6	Jan. & July.	"	1905	...	Great Western of Canada:							
Delaware:														
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	...	Government Loan £873,088.....	2,782,357	6*	— & —	Ottawa.	...	...
Guaranteed Bonds.....	100,000	6	"	"	1875	...	Mortgage Bonds £615,200.....	2,983,720	6*	— & —	London.	73-76	...	
State Loan.....	170,000	6	"	"	1870	...	Mortgage Bonds £547,000.....	2,652,950	5*	— & —	"	77-78	...	
Extension Mortgage.....	100,000	6	"	"	1880	...	Stock Debentures £46,700.....	228,500	5	— & —	"	irred.	...	
Delaware, Lackaw. & Western:														
1st Mort. (L. & W.) for \$100,000.....	564,000	7	Jan. & July.	New York.	1871	100	Great Western of Illinois:							
1st Mort. (East. Ext.) \$1,500,000.....	1,111,000	7	April & Oct.	"	1875	99	1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1868	105	
2d Mort. (General) for \$2,600,600.....	1,633,000	7	March & Sept.	"	1881	94	1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	"	1888	...	
Des Moines Valley:														
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	...	1st Mortgage (General).....	1,455,000	7	— & —	"	88	...	
Income Bonds.....	462,000	7	Jan. & July.	"	1884	...	2d Mortgage.....	2,500,000	7	May & Nov.	"	1893	85	
Detroit and Milwaukee:														
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	...	Greenville and Columbia:							
2d Mortgage.....	1,000,000	8	"	"	1875	...	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1886	...	
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	"	1875	...	Land Mortgage.....	1,900,000	7	April & Oct.	New York.	1881	105	
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	"	1875	...	Convertible bonds.....	800,000	7	Jan. & July.	"	1883	...	
Bonds of June 30, 1866, (cond.).....	1,861,639	6	"	"	1886	...	Eight per cent. Loan.....	860,000	8	"	"	1874	...	
Detroit, Mon. & Tol. (M. S. & N. L.):														
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876	92	Ten per cent. Loan.....	1,000,000	10	"	"	1872	...	
Detroit and Pontiac (Detr. & Mil.):														
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1878	...	Ten per cent. Loan.....	500,000	10	— & —	"	1869	...	
1st Mortgage.....	150,000	7	April & Oct.	"	1878	...	1st Mort. (Quincy and Palmyra).....	500,000	8	— & —	"	18	...	
2d Mortgage.....	250,000	8	Feb. & Aug.	"	1886	...	1st Mort. (Kan. City and Cameron).....	1,200,000	10	— & —	"	1891	105	
Dubuque and Sioux City:														
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	96	Harrisburg and Lancaster:							
1st Mortgage (construction).....	660,000	7	"	"	1894	...	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	94	
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	"	1888	...	1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	95	
Dubuque Southwestern:														
1st Mortgage preferred.....	100,000	7	Jan. & July.	New York.	1895	...	1st Mortgage, Providence and Fishkill:							
2d Mortgage, ordinary.....	450,000	7	"	"	1895	...	1st Mort. (R. Island 2d 32 m.).....	481,000	7	Jan. & July.	Providence.	1876	...	
East Brandywine & Waynesburg:														
1st Mortgage.....	140,000	7	Feb. & Aug.	Philadelphia.	1882	...	1st Mort. (Connecticut 90-04 m.).....	1,674,500	7	Jan. & July.	Hartford.	1876	...	
East Pennslyvania:														
1st Mortgage, Sinking Fund.....	505,900	7	April & Oct.	Philadelphia.	1888	...	Hempfield:							
East Tennessee and Georgia:														
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882	...	1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1872	...	
Tennessee Loan (1866).....	430,277	6	"	"	1898	...	2d Mortgage.....	1,936,000	7	Feb. & Aug.	New York.	1870	...	
Mortgage (old).....	640,000	6	"	"	1880	...	2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	"	1885	104	
Mortgage (new).....	136,400	7	"	"	1880	...	3d Mortgage.....	183,000	7	May & Nov.	"	1875	102	
East Tennessee and Virginia:														
Tennessee Loan (old).....	1,509,000	6	Jan. & July.	New York.	1888	...	Huntington and Broad Top Mt.:							
Tennessee Loan (1866).....	600,000	6	"	"	1898	...	1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	91	
Tennessee endorsed bonds.....	178,000	6	"	"	1888	...	2d Mortgage.....	357,500	7	Feb. & Aug.	"	1875	...	
Eastern:														
State Loan (1st Lien).....	275,000	5	J. A. J. & O.	Boston.	1882	72	Consel. Mortgage.....	887,045	7	April & Oct.	Philadelphia.	1870	...	
2d Mortgage, (convert., sterling).....	420,000	5	Jan. & July.	London.	1872	...	Construction.....	3,187,500	7	April & Oct.	New York.	1875	106	
2d Mortgage, convertible.....	75,000	6	Feb. & Aug.	Boston.	1874	99	Construction.....	332,000	6	"	"	1876	...	
1st Mortg. c. (Essex Railroad).....	214,000	6	Jan. & July.	"	1876	...	Redemption.....	2,500,500	6	"	"	1890	...	
Bonds of 1866.....	500,000	5	March & Sept.	"	1889	96	Redemption, sterling.....	2,500,000	6*	"	"	London.	1875	...
Edgewfield and Kentucky:														
Tennessee Loan.....	370,000	6	Jan. & July.	New York.	18	...	Illinois and Southern Iowa:							
Elmira and Williamsport:														
1st Mortgage.....	1,050,000	7	Jan. & July.	Philadelphia.	1880	92	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	...	
Income Bonds.....	570,000	5	April & Oct.	"	1872	60	1st Mortgage.....	2,600,000	7	Jan. & July.	New York.	1886	...	
European and North American:														
1st Mortgage (Transfer to Wm. W.)	1,000,000	5	Jan. & July.	London.	1888	...	1st Mortgage.....	500,000	7	April & Oct.	Philadelphia.	1876	...	
Eastern:														
State Loan (1st Lien).....	275,000	5	J. A. J. & O.	Boston.	1882	72	1st Mortgage.....	612,000	7	May & Nov.	New York.	1881	...	
2d Mortgage, (convert., sterling).....	420,000	5	Jan. & July.	London.	1872	...	1st Mortgage.....	272,000	7	Jan. & July.	New York.	1888	...	
2d Mortgage, convertible.....	75,000	6	Feb. & Aug.	Boston.	1874	99	1st Mortgage, Lansing and Saginaw:							
1st Mortg. c. (Essex Railroad).....	214,000	6	Jan. & July.	"	1876	...	1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884	95	
Bonds of 1866.....	500,000	5	March & Sept.	"	1889	96	Jeffersonville (J. M. & L.):							
Edgewfield and Kentucky:														
Tennessee Loan.....	370,000	6	Jan. & July.	New York.	18		1st Mortgage.....	397,000	7	April & Oct.	New York.	1876	...	
Elmira and Williamsport:														
1st Mortgage.....	1,050,000	7	Jan. & July.	Philadelphia.	1880	92	Jeffersonville, Madison & Indian:							
Income Bonds.....	570,000	5	April & Oct.	"	1872	60	1st Mortgage.....	1,961,						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Pavable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.				
			When.	Where.	Due.				When.	Where.	Due.		
Junction, Philadelphia:													
1st Mortgage, guaranteed.....	800,000	6	April & Oct.	Philadelphia.	1896	89	Mobile and Montgomery:						
Kentucky Central:							1st Mortgage.....	\$1,200,000	8	May & Nov.	New York.	1888	
1st Mort. (Covington & Lexing.)	\$128,000	7	— & —	New York.	1873	...	1st Mortgage, Sterling.....	4,593,000	6*	May & Nov.	London.	1882	
2d Mortgage (do.).....	704,000	7	— & —	"	1883	...	1st Mortgage, Sterling.....	4,593,000	8*	"	Mobile.	1882	
3d Mortgage (do.).....	237,000	7	— & —	"	1885	...	Tennessee Loans.....	1,069,800	6	Jan. & July.	New York.	1891	
Keokuk and St. Paul:							Income of '61, '62, '65 and '67.....	388,900	8	May & Nov.	Mobile.	1887	
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99	Liquidation (10 year) bonds.....	556,421	8	"	New York.	1876	
Knoxville and Charleston:							Interest bonds.....	697,900	8	"	Mobile.	1882	
Tenn. State Loan.....	450,000	6	Jan. & July.	New York.	1898	...	Montgomery and Eufala:						
Knoxville and Kentucky:							1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	
Tenn. State Loan (old).....	1,310,000	6	Jan. & July.	New York.	1890	...	Montgomery and West Point:						
Tenn. State Loan (new).....	800,000	6	"	"	1898	...	Income Bonds.....	100,000	8	Jan. & July.	New York.	1871	
Lackawanna and Bloomsburg:							Income Bonds.....	306,900	8	"	"	1876	
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	...	Mortgage Bonds.....	719,500	8	"	"	1881	
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	...	Morris and Essex:						
2d Mortgage.....	500,000	7	April & Oct.	"	1880	...	1st Mortgage, Sinking Fund.....	5,000,000	7	May & Nov.	New York.	1915	
2d Mortgage (Extension).....	400,000	7	May & Nov.	"	1890	...	2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	
Lake Erie and Louisville:							Nashville and Chattanooga:						
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	...	1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	
Lawrence:							Tenn. State Loan.....	150,000	6	"	"	1892	
1st Mortgage.....	360,000	7	"	"	Pittsburg.	1886	Tenn. Coupons Funded.....	426,270	6	"	"	1892	
Lehigh and Lackawanna:							Nashville and Decatur:						
1st Mortgage (tax free).....	200,000	7	Feb. & Aug.	Philadelphia.	1897	89	2d Mortgage.....	2,456,176	6	Jan. & July.	New York.	'90-'92	
Lehigh Valley:							Tenn. State Loan.....	205,000	10	April & Oct.	Nashville.	1870	
1st Mort. (exchangeable for new).....	1,262,000	6	May & Nov.	Philadelphia.	1873	100	2d Mortgage.....	500,000	6	"	New York.	1887	
New Mortgage, free of taxes.....	1,917,000	6	June & Dec.	"	1898	98	Nashville and Northwestern:						
1st Mortgage (Hazleton).....	149,500	6	Jan. & July.	"	1878	96	Tenn. State Loan.....	2,672,000	6	Jan. & July.	New York.	'85-'86	
Little Miami:							2d Mortgage.....	792,050	6	"	"	'71-'82	
1st Mortgage.....	1,439,000	6	May & Nov.	New York.	1883	...	Naugatuck:						
Cincinnati Loan.....	100,000	6	"	"	Cincinnati.	1880	1st Mortgage, Convertible.....	166,000	7	Jan. & July.	Bridgeport.	1876	
Little Rock and Fort Smith:							1st Mortgage.....	600,000	7	Jan. & July.	New York.	18—	
1st Mortgage for \$3,500,000.....	6*	.....					Newburg & New York (Oct. 1, '68):					
Little Schuylkill:							1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	
1st Mortgage, sinking fund.....	807,500	7	April & Oct.	Philadelphia.	1877	100	New Bedford and Taunton:						
Long Island:							1st Mortgage.....	174,000	6	Jan. & July.	Boston.	1881	
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	...	New Brunswick and Canada:						
Hunter's Point Extension.....	175,000	7	Feb. & Aug.	"	1890	...	1st Mortgage, Sterling £220,000.....	1,100,000	6*	May & Nov.	London.	1887	
Glen Cove Branch.....	150,000	6	May & Nov.	"	1893	...	Newcastle and Beaver Valley:						
Louisville, Cincinnati and Lexington:							1st Mortgage for \$150,000.....	125,000	7	May & Nov.	Philadelphia.	1882	
1st Mortgage for \$3,000,000.....	2,628,000	7	Jan. & July.	New York.	1897	...	2d Mortgage for \$100,000.....	29,500	7	March & Sept.	"	1877	
Louisville and Frankfort:							New Haven and Darby:						
1st Mortgage.....	88,000	6	Jan. & July.	New York.	'70-'78	...	1st Mortgage.....	300,000	7	May & Nov.	New York.	1888	
Louisville Loan.....	100,000	6	"	"	1881	...	New Haven and Northampton:						
Louisville and Nashville:							1st Mortgage.....	450,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage, Main Stem.....	1,424,000	7	Jan. & July.	New York.	'69-'77	98	1st Mort. (Hamps. & Hampd.).....	200,000	6	April & Oct.	"	1874	
1st Mortgage, Memphis Branch.....	267,000	7	May & Nov.	"	'70-'75	98	New Jersey:						
1st Mortgage, Bardstown Branch.....	27,500	7	Jan. & July.	"	1870	...	Company Bonds (var. issues).....	850,000	6	Feb. & Aug.	New York.	'75-'87	
1st Mort. Lebanon Branch Ext.....	88,000	7	May & Nov.	"	'80-'86	92	New London Northern:						
Louisville Loan, Main Stem.....	849,000	6	April & Oct.	"	'86-'87	...	1st Mortgage.....	60,000	7	Jun. & Dec.	New London.	1875	
Louisville Loan, Lebanon Br.....	225,000	6	May & Nov.	"	1886	...	1st Mortgage, Extension.....	370,000	7	March & Sept.	"	1885	
Louisville Loan, Leb. Br. Ext.....	333,000	6	April & Oct.	"	1893	...	New Mortgage.....	230,000	7	April & Oct.	New York.	1888	
Consolid. 1st mort. for \$8,000,000.....	2,000,000	7	"	"	1898	90	N. Orleans, Jackson & Gt. N. W.:						
Louisville, N. Albany & Chicago.....	2,235,000	6	— & —	New York.	1892	...	1st Mort. for \$3,000,000.....	2,741,000	8	Jan. & July.	New York.	1886	
Macon and Brunswick:							2d Mortgage for \$1,500,000.....	1,167,000	8	April & Oct.	"	1890	
1st Mort. endorsed by Georgia.....	140,000	7	Jan. & July.	New York.	1881	...	N. Orleans, Opelousas & Gt. Wm.:						
Mahanoy and Broad Mountain:							1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	
1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1884	...	2d Mort. (F.) for \$1,000,000 (80 m.)	8	Jan. & July.	"	1887		
Maine Central:							New York Central:						
\$1,100,000 Loan.....	1,095,600	6*	Feb. & Aug.	Boston.	'90-'91	99	Premium, Sinking Fund Bonds.....	5,946,859	6	May & Nov.	New York.	1883	
\$400,000 Loan.....	307,700	6	June & Dec.	"	'70-'71	...	Funding, Sinking Fund Bonds.....	1,514,000	7	Feb. & Aug.	"	1876	
Bangor City Loan.....	621,000	6	April & Oct.	"	1874	...	Bonds for B. & N. Fall R. R. Co.	76,000	6	May & Nov.	"	1883	
3d Mort. (Penob. & Ken. R. R.).....	300,000	6	Feb. & Aug.	Bangor.	1870	...	Bonds for railroad stocks.....	592,000	6	"	"	1883	
Marietta and Cincinnati:							Bonds for real estate.....	182,000	6	"	"	87	
1st Mortgage.....	2,454,342	7	Feb. & Aug.	Baltimore.	1891	92	Bonds and mortgages.....	58,215	7	various.	"	var.	
1st Mortgage, Sterling.....	1,050,000	7*	"	"	London.	1891	...	Convertible bonds.....	210,000	7	Feb. & Aug.	"	1876
2d Mortgage.....	2,500,000	7	May & Nov.	Baltimore.	1896	75	Renewal bonds of 1868.....	2,900,000	6	June & Dec.	"	1887	
Scioto and Hocking Valley.....	300,000	7	"	"	1896	...	New York and Flushing:						
Memphis and Charleston:							1st Mortgage.....	125,000	7	— & —	New York.	18—	
Tenn. State Loan.....	1,817,937	6	Jan. & July.	New York.	1890	...	New York and Harlem:						
1st Mortgage, Convertible.....	1,293,000	7	May & Nov.	"	1880	...	1st Mortgage of 1863.....	3,000,000	7	May & Nov.	New York.	1873	
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1886	...	Consolidated mortgage of 1863.....	1,797,000	7	Feb. & Aug.	"	1893	
Memphis and Little Rock:							New York and New Haven:						
Tenn. State, endorsements.....	445,000	6	Jan. & July.	New York.	1890	...	1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	
Mortgage (road and land).....	1,300,000	8	May & Nov.	"	1890	...	2d Mortgage.....	250,000	6	Feb. & Aug.	New York.	'75-'76	
Ark. State Loan.....	900,000	7	Jan. & July.	"	1897	...	1st Mortgage.....	250,000	6	May & Nov.	"	1883	
Michigan Central:							Extension Bonds.....	250,000	6	May & Nov.	"	1883	
1st Mortgage, Sterling.....	467,489	6*	Jan. & July.	London.	1872	...	Norfolk and Petersburg:						
1st Mortgage, Sterling, convertible.....	500,000	8*	March & Sept.	"	1889	...	1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	
1st Mortgage, Dollars, convertible.....	1,294,500	8	"	New York.	1869	...	1st Mortgage.....	303,000	8	"	"	1877	
1st Mortgage, Dollars, convertible.....	500,000	8	April & Oct.	"	1882	...	2d Mortgage for \$300,000.....	43,000	8	"	"	1872	
Consol. Sinking Fund Mortgage.....	4,207,000	8	"	"	1882	120	North Eastern:						
Michigan Southern & North. Ind.:							1st Mortgage.....	700,000	7	March & Sept.	Charleston.	1860	
1st Mortgage, Sinking Fund.....	6,728,000	7	May & Nov.	New York.	1885	100	2d Mortgage for \$300,000.....	145,000	7	"	"	1868	
2d Mortgage.....	2,693,000	7	"	"	1877	97	North Missouri:						
Detroit, Monroe & Toledo Mort.:	924,000	7	Feb. & Aug.	"	1876	93	1st Mortgage of 1865.....	6,000,000	7	Jan. & July.	New York.	1895	
Millin and Centre County:							2d Mortgage of 1868.....	4,000,000	7	April & Oct.	"	1888	
1st Mortgage.....	172,500	6	April & Oct.	Philadelphia.	1885	...	North Pennsylvania:						
Milwaukee & Chicago, (40 miles):							1st Mortgage.....	2,500,000	6	Jan. & July.	Philadelphia.	1880	
2d Mortgage, (C. & N. W. R. W.).....	182,000	7	Jan. & July.	New York.	1874	...	Chattel Mortgage.....	360,000	10	April & Oct.	"	1887	
3d Mortgage, (C. & N. W. R. W.).....	10,500	7	June & Dec.	"	1898	...	2d Mortgage.....	276,500	7	— & —	"	94	
Milwaukee and St. Paul:							North Shore, L. L.:						
1st Mortgage—370 miles.....	5,425,000	7	Jan. & July.	New York.	1893	94	1st Mortgage.....	110,200	7	Jan. & July.	New York.	1887	
2d Mortgage.....	1,390,000	7	April & Oct.	"	1884	85	Northern Central:						
1st Mortgage (P. du C.).....	8,455,000	8	Feb. & Aug.	"	1898	105	1st Mortgage, guaranteed.....	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	
2d Mortgage (P. du C.).....	736,000	7	"	"	1898	92	2d Mortgage, Sinking Fund.....	2,500,000	6	Jan. & July.	"	98	
1st Mort. (Iowa and Minn. Div.).....	5,785,000	7	Jan. & July.	"	1897	87	3d Mortgage, Sinking Fund.....	1,223,000	6	April & Oct.			

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.			Description of Bonds.	Amount.	Rate	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
North Carolina:											
Equipment Bonds of 1857.....	\$239,000	8	March & Sept.	Co.'s shops.	1867		Portland and Kennebec:				
New Loan for \$400,000.....	.....	8	"	"	1887	...	1st Mortgage.....	\$230,000	6	April & Oct.	Boston.
Norwich and Worcester:							Consolidated Bonds.....	300,000	6	"	"
1st Mort. (Mass. Loan) 1stg fund	400,000	6	Jan. & July.	Boston.	1877		Pittsburg, Ft. Wayne & Chicago:				
Construction bonds.....	124,500	7	"	"	1877	...	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.
Steamboat mortgage.....	45,000	7	Feb. & Aug.	"	1870	...	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"
Ogdensburg and Lake Champlain:							1st Mortgage (Series C).....	875,000	7	March & Sept.	"
1st Mort. conv. into pref. stock.....	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage (Series D).....	875,000	7	April & Oct.	"
Equipment Bonds.....	300,000	8	"	"	'69-'78	102	1st Mortgage (Series E).....	875,000	7	May & Nov.	"
Ohio and Mississippi:							1st Mortgage (Series F).....	875,000	7	June & Dec.	"
1st Mortgage, K. Div.....	2,050,000	7	Jan. & July.	New York.	1872	99	2d Mortgage (Series G).....	860,000	7	Jan. & July.	"
1st Mortgage, W. Div.....	850,000	7	"	"	1872	99	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"
2d Mortgage, W. Div.....	556,000	7	"	"	1874	...	2d Mortgage (Series I).....	860,000	7	March & Sept.	"
Income, W. Div.....	221,500	7	April & Oct.	"	1882	...	2d Mortgage (Series K).....	860,000	7	April & Oct.	"
Consolidated Mort. for \$6,000,000	1,652,000	7	Jan. & July.	"	1898	87	2d Mortgage (Series L).....	860,000	7	May & Nov.	"
Consolidated Mort. sterling.....	83,420	7	"	"	1898	...	2d Mortgage (Series M).....	860,000	7	June & Dec.	"
Oil Creek and Allegheny River:							3d Mortgage.....	2,000,000	7	April & Oct.	"
1st Mortgage.....	3,170,000	7	May & Nov.	Philadelphia.	1897	80	Bridge (O. & P. R. R.) bonds.....	153,000	7	May & Nov.	"
Old Colony and Newport:							Plattsburgh and Sacramento:				
Company Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	96	1st Mortgage.....	225,000	10	Jan. & July.	San Francisco.
Company Bonds.....	458,000	6	April & Oct.	"	1875	96	1st Mortgage.....	255,000	10*	"	"
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	103	Providence, Warren and Bristol:				
Orange, Alexandria & Manassas:							1st Mortgage.....	100,000	8	March & Sept.	Providence.
1st Mort. (Alex. to Gordonsville).....	400,000	6	May & Nov.	New York.	1873	82	2d Mortgage.....	50,000	8	June & Dec.	"
2d Mort. (Charlotte to Lynchburg).....	1,130,500	6	Jan. & July.	"	1875	75	Quincy and Toledo:				
3d Mort.	573,500	5	"	"	1873	85	1st Mortgage.....	500,000	7	May & Nov.	New York.
4th Mort.	331,700	8	March & Sept.	Alexandria.	1880	75	Raritan and Delaware Bay:				
1st Mort. (general).....	708,000	7	Jan. & July.	New York.	1882	75	1st Mortgage, S. F. (68 m.).....	1,000,000	7	March & Sept.	New York.
Va. State Loan.....	249,902	6	"	"	1887	75	2d Mortgage.....	250,000	7	"	"
Osage Valley:							Equipment Bonds, convertible.....	296,000	7	"	"
1st Mortgage 5-20 years.....	200,000	10	Jah. & July.	New York.	1888	...	Reading and Columbia:				
Osawego and Rome:							1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	...	2d Mortgage.....	350,000	7	June & Dec.	"
Income.....	200,000	6	Feb. & Aug.	"	1891	...	Rensselaer and Saratoga:				
Osawego and Syracuse:							1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.
1st Mortgage.....	498,500	6	May & Nov.	New York.	'70-'80	...	1st Mortgage (Sar. & Whitehall).....	400,000	7	March & Sept.	"
2d Mortgage.....	375,000	7	"	"	1885	...	1st Mort. (Troy, Salen & Rutl.).....	500,000	7	May & Nov.	"
Pacific of Mo.:							2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"
Mortgage, construction.....	1,500,000	7	Jan. & July.	New York.	1880	94	Richmond and Danville:				
St. Louis Loan.....	700,000	6	"	"	1880	94	Virginia State Loan.....	600,000	6	Jan. & July.	New York.
1st (new) Mortgage.....	7,000,000	6*	Feb. & Aug.	New York.	1888	97	Bonds guaranteed by Virginia.....	161,600	6	"	"
Panama:							Consolidated, coupon.....	1,298,000	6	May & Nov.	"
1st Mortgage, Sterling.....	93,847	7*	April & Oct.	London.	1875	...	Consolidated, registered.....	408,500	6	"	"
2d Mortgage, Sterling.....	740,959	7*	Feb. & Aug.	"	1872	...	Rich., Fredericksburg & Potomac:				
General Mortgage, Sterling.....	2,599,330	7*	April & Oct.	"	1897	...	Company Bonds, sterling.....	67,778	6*	Jan. & July.	London.
Paterson and Newark:							Company Bonds, dollar.....	172,800	7	"	Richmond.
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1888	...	Richmond and Petersburg:				
Pemberton and Hightstown:							Company Bonds (coup. & reg.).....	130,500	7	June & Dec.	N. Y. & Rich.
1st Mortgage endorsed.....	160,000	7	— & —	New York.	1877	...	Company Bonds (coupons).....	175,000	8	March & Sept.	Philadelphia.
Peninsular (Michigan):							Richmond and York River:				
1st Mortgage for \$16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1899	95	1st Mortgage.....	600,000	8	— & —	New York.
Pennsylvania:							2d Mortgage.....	120,800	7	Feb. & Aug.	Richmond.
1st Mort. { Harrish. to Pittab. {	4,972,000	6	Jan. & July.	Philadelphia.	1880	102	Rockford, R. Island & St. Louis:				
2d Mort. { Pittab. to Pittab. {	2,594,000	6	April & Oct.	"	1875	101	1st Mortgage, convertible, S.F. free.....	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.
2d M. sig. {	2,283,840	8	"	London.	1875	101	Rome, Watertown & Ogdensburg:				
General Mortgage.....	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	...	1st Mortgage.....	1,384,000	7	— & —	New York.
State lien on whole property.....	6,232,755	5	April & Oct.	Harrishburg.	1890	...	Rome, Watertown & Ogdensburg:				
Short Bonds and Debentures.....	3,520,728	6	J. A. J. & O.	Philadelphia.	'69-'71	...	1st Mortgage.....	571,000	7	June & Dec.	New York.
Pennsylvania and New York:							Sinking Fund.....	757,500	7	March & Sept.	"
1st Mortgage guaranteed.....	2,697,000	7	— & —	Philadelphia.	1888	92	Sinking Fund (Watert. & Rome).....	511,500	7	June & Dec.	"
Pensacola and Georgia:							1st Mort. (Potsdam & Watert.).....	600,000	8	— & —	"
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	1878	...	Rutland and Burlington:				
1st Mortgage (Tallahassee R.R.).....	206,000	7	"	"	1878	...	1st Mort. conv. into pref. stock.....	1,800,000	7	Feb. & Aug.	Boston.
2d Mortgage.....	255,000	8	"	"	1878	...	2d Mort. conv. into com. stock.....	937,500	7	"	"
Peoria and Bureau Valley:							Sacramento Valley:				
1st Mortgage.....	600,000	8	Jan. & July.	New York.	1878	...	1st Mortgage.....	400,000	10*	Jan. & July.	New York.
Peoria, Pekin and Jacksonville:							2d Mortgage.....	329,000	10*	Feb. & Aug.	Sacramento.
Perkiomen:							St. Joseph and Council Bluffs:				
1st Mortgage.....	256,000	6	— & —	Philadelphia.	1878	80	1st Mortgage (in Missouri 80 m.).....	1,400,000	10	March & Sept.	Boston.
Perth Amboy and Woodbridge:							1st Mortgage (in Iowa 52 m.).....	150,000	10	"	"
1st Mortgage, guaranteed.....	100,000	6	— & —	New York.	1876	...	2d Mortgage (in " " ").....	500,000	7	— & —	"
Philadelphia and Baltimore Cent.:							St. Louis, Alton and Terre Haute:				
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876	...	1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.
Philadelphia and Erie:							1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"
1st Mortgage (Sunbury & Erie).....	1,000,000	7	April & Oct.	Philadelphia.	1877	101	2d Mortgage (preferred Series C).....	1,400,000	7	Feb. & Aug.	"
1st Mortgage (General).....	5,000,000	6	"	"	1881	92	2d Mortgage (preferred Series D).....	1,400,000	7	May & Nov.	"
2d Mortgage.....	4,000,000	6	"	"	1901	85	2d Mortgage (Income Series E).....	1,700,000	7	"	"
3d Mortgage for \$3,000,000.....	600,000	7	Jan. & July.	"	1885	88	St. Louis and Iron Mountain:				
Philadelphia, Germania & Norristown:							1st Mortgage for \$4,000,000.....	3,000,000	7	Feb. & Aug.	New York.
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882	...	St. Louis, Jacksonville & Chicago:				
Philadelphia and Reading:							1st Mortgage (15,000 per mile).....	2,365,000	7	April & Oct.	New York.
Bonds of 1849.....	401,600	6	April & Oct.	Philadelphia.	1870	103	2d Mortgage (\$5,000 per mile).....	360,000	7	Jan. & July.	"
Bonds of 1861.....	106,000	6	Jan. & July.	"	1871	97	St. Paul and Chicago:				
Bonds of 1856-43-44-48 and 49.....	2,497,800	6	"	"	1880	96	1st Mort. S.F. guar. for \$4,000,000.....	1,000,000	6*	May & Nov.	New York.
Bonds of 1857, convertible.....	171,500	6	"	"	1886	100	St. Paul and Pacific 1st Division:				
Bonds of 1856, Sterling.....	182,400	5*	"	"	1880	100	1st Mortgage (10 miles).....	120,000	8	March & Sept.	New York.
Bonds of 1856, Sterling, conv.....	288,000	7*	"	"	1880	100	1st Mort. (70 m.) & 2d M. (10 m.).....	700,000	7	Jan. & July.	Boston.
Bonds of 1863 for renewals.....	477,500	6	April & Oct.	"	1883	83	2d Mortgage and Land Grant.....	1,200,000	7	June & Dec.	"
Mort. bonds of '68, clear of taxes.....	2,255,000	7	"	"	1893	107	General Mort. star for \$780,000.....	780,000	7	Jan. & July.	London.
Philadelphia and Trenton:							General Mort. dol. for \$2,020,000.....	1,000,000	7	"	"
1st Mort. (Camden & Amboy).....	200,000	6	May & Nov.	Philadelphia.	1868	...	St. Paul and Sioux City:				
Philadelphia, Wilmington & Balt.:							1st Mortgage for \$16,000 p. m.	100,000	7	Jan. & July.	New York.
Mortgage Loan, convertible.....	385,000	6	Jan. & July.	Philadelphia.	1884	93	Salem and Lowell:				
Bonds of 1860.....	1,000,000	6	April & Oct.	"	1884	93	1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.
Bonds of 1867.....	945,000	6	"	"	1887	95	Sandusky, Mansfield and Newark:				
Pittsburg, Cincinnati & St. Louis:							1st Mortgage.....	1,290,000	7	Jan. & July.	New York.
1st Mortgage, guaranteed.....	4,008,000	7	Feb. & Aug.	Philadelphia.	1890	...	Funded Coupons.....	860,000	7	"	"
Pittsburg and Connellsburg:							Savannah and Charleston:				
1st Mort. (Turtle Creek Div.).....	400,000	6	Feb. & Aug.	New York.	1889	...	1st Mortgage \$5,000 per mile.....	500,000	7	Jan. & July.	New York.
1st Mort. (new) for \$4,000,000.....	1,000,000	6	Jan. & July.	Baltimore.	1888	92	Schuylkill and Susquehanna:				
Port Huron and Lake Michigan:							1st Mortgage.....	97,000	6	Jan. & July.	Philadelphia.
1st Mortgage for \$16,000 p.m.</											

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Seaboard and Roanoke:						Vicksburg and Meridian:					
1st Mortgage.....	\$210,000	7	— & —	New York.	1890	Consolidated Mort.—1st class ..	\$722,500	7	{ Apr. & Oct. or Jan. & Jul. }	Philadelphia.	1890
Selma and Meridian:						" 2d class ..	850,000	7		"	1890
1st Mortgage.....	79,875	—	— & —	"		" 3d class ..	154,000	7		"	1890
2d Mortgage.....	52,000	—	— & —	"		" 4th class ..	1,263,000	7		"	1890
3d Mortgage.....	665,000	—	— & —	"							
Selma, Rome and Dalton:						Virginia and Tennessee:					
1st Mort. (Ala. and Tenn. River).....	888,000	7	Jan. & July.	New York.	1872	1st Mortgage.....	494,000	6	June & Dec.	New York.	1872
2d Mort. (Ala. and Tenn. River).....	241,100	8	" " "	"		2d Mortgage.....	23,500	6	" "	"	1863
Gen. Mort. (S.R.&D.) free of tax.....	5,000,000	7	April & Oct.	"		3d Mortgage (Enlarged).....	900,000	6	" "	"	1884
Shamokin Valley and Pottsville:						Income Bonds.....	138,500	6	" "	"	1865
1st Mortgage.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	Funding Bonds (\$1,000,000).....	736,000	8	" "	"	1890
Sheyboygan and Fond Lac:						Warren:					
1st Mortgage.....	284,000	7	Feb. & Aug.	New York.	1894	1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875
Sioux City and Pacific:						Warwick Valley:					
1st Mortgage.....	1,628,320	7	April & Oct.	New York.	1898	1st Mortgage.....	85,000	7	April & Oct.	New York.	1890
2d Mortgage (Gov. subsidy).....	1,628,320	6	Jan. & July.	"		Western Alabama:					
Somerset and Kennebec:						1st Mortgage, guar.....	500,000	7	April & Oct.	New York.	1888
1st Mortgage.....	300,000	6	June & Dec.	Augusta.	1874	West Wisconsin:					
2d Mortgage.....	250,000	6	" "	"		1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884
Shore Line (N. H. & N. L.):						West Chester and Philadelphia:					
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1890	1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873
South Carolina:						2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878
Sterling Bonds £452,912½.....	2,612,944	5*	Jan. & July.	London.	71-'85	West Jersey:					
Sterling Bonds £59,031½.....	282,366	5*	" "	Charleston.	71-'85	Loan of 1888 for \$400,000	400,000	6	March & Sept.	Philadelphia.	1883
Domestic Bonds.....	418,010	6	" "	"	Loan of 1896 for \$1,000,000	983,500	6	Jan. & July.	"	1896	
Domestic Bonds.....	563,500	7	April & Oct.	"	Western (Boston and Albany):						
Domestic Bonds.....	358,500	7	Jan. & July.	"	Sterling Loans, £89,900.....	2,051,520	5*	April & Oct.	London.	'69-'71	
South and North Alabama:					Dollar Bonds.....	798,000	6	" "	Boston.	1875	
1st Mort. (\$16,000 p.m.) endorsed	8	— & —		New York.	1889	Western Maryland:					
South Shore:						1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890
South Side, Va.:						1st Mortgage unendorsed.....	400,000	6	" "	"	1890
2d Mort. guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	70-'75	2d Mort. for \$300,000, end. by B.	300,000	6	" "	"	1890
3d Mort. (for City Point R. R.)	175,000	6	" "	"	2d M. for \$300,000, end. by W. Co.	300,000	6	" "	"	1890	
4th Mortgage.....	317,000	6	" "	"	Western Pennsylvania:						
Consol. Mortgage.....	8	" "		New York.	84-'90	1st Mortgage, guaranteed.....	1,800,000	6	April & Oct.	Philadelphia.	1883
South Side, L. I.:					1st Mortgage for \$5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	
South Western:					Whitehall and Plattsburg:						
1st Mortgage.....	699,500	8	various.	Macon.	75-'85	1st Mortgage.....	250,000	7	Jan. & July.	New York.	1873
South West Pacific:					1st Mortgage.....	150,000	6	Jan. & July.	Philadelphia.	1898	
1st Mort. guar. by Atl. & Pacific.....	2,000,000	6*	Jan. & July.	New York.	1871	1st Mortgage, guaranteed.....	2,820,000	6	Jan. & July.	New York.	'90-'92
Southern Minnesota:					1st Mortgage.....	8	" "	" "	"	1897	
1st Mort. (10-20 yrs) \$20,000 p.m.	8	Jan. & July.	New York.	1888	Wicomico and Pocomoke:						
Springfield and Columbus:					1st Mortgage.....	150,000	6	Jan. & July.	Philadelphia.	1898	
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1871	1st Mortgage.....	2,820,000	6	Jan. & July.	New York.	'90-'92
Staten Island:					1st Mortgage.....	8	" "	" "	"	1897	
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	Wilmington and Manchester:					
Sterling Mountain:						1st Mortgage, 1st pref.....	725,000	7	June & Dec.	New York.	1886
1st Mortgage.....	350,000	7	— & —	New York.	1874	2d Mortgage, 2d pref.....	146,000	7	" "	"	1886
Sullivan:						1st Mortgage, 3d pref.....	528,000	7	" "	"	1886
1st Mortgage.....	500,000	6	— & —	Philadelphia.	1875	2d Mortgage.....	50,000	7	May & Nov.	"	1873
2d Mortgage.....	250,000	6	Feb. & Aug.	"	Wilmington and Weldon:						
Syracuse, Binghamton and N. Y.:						1st Mortgage, Sterling.....	576,888	6*	Jan. & July.	London.	1881
1st Mortgage.....	1,720,000	7	April & Oct.	New York.	1876	2d Mortgage, Sterling.....	197,777	7	May & Nov.	"	1886
Summit Branch:						Sinking Fund Mortgage.....	508,000	7	Jan. & July.	New York.	1896
1st Mortgage.....	528,000	6	— & —	Philadelphia.	1876	York and Cumberland (N. Cent.):					
Sussex:						1st Mortgage.....	175,000	6	May & Nov.	Baltimore.	1870
1st Mortgage.....	200,000	6	— & —	New York.	18—	3d Mortgage.....	500,000	6	" "	"	1877
Tioga:						CANAL BONDS:					
1st Mortgage.....	250,500	7	May & Nov.	Philadelphia.	1872	Chesapeake and Delaware:					
Toledo, Peoria and Warsaw:						1st Mortgage.....	2,254,000	7	Jan. & July.	Philadelphia.	1892
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	Chesapeake and Ohio:					
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"		State (Md.) Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	"		Sterling, guaranteed.....	4,375,000	5*	" "	London.	1890
Toledo, Wabash and Western:						Preferred Bonds.....	1,899,500	6	Jan. & July.	Baltimore.	1885
1st Mort. (Tol. & Ill. 75 m.).....	900,000	7	Feb. & Aug.	New York.	1890	Delaware Division:					
1st M. (L. Erie, W. & St. L. 167 m.).....	2,500,000	7	" "	"	1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1878	
2d Mort. (Tol. & Wabash 75 m.).....	1,000,000	7	May & Nov.	"	Delaware and Hudson:						
2d Mort. (Wab. & West. 167 m.).....	1,500,000	7	" "	"	1st Mortgage.....	531,000	7	March & Sept.	New York.	1870	
Equipm't Bonds (T. & W. 75m.).....	600,000	7	" "	"	1st Mortgage.....	1,500,000	6	May & Nov.	"	1877	
Consol. M. (T. & W. & W. 490 m.).....	2,332,000	7	F. M. A. & N.	"	Delaware and Raritan (See Camden and						
Troy and Boston:					Eric of Pennsylvania:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	1st Mortgage.....	673,798	7	Jan. & July.	Philadelphia.	1886
2d Mortgage.....	300,000	7	April & Oct.	"	Interest Bonds.....	161,900	7	" "	"	18—	
3d Mortgage.....	650,000	7	May & Nov.	"	Illinois and Michigan:						
Convertible Bonds.....	328,000	7	March & Sept.	"		Ill. State bonds, sterling, coupon.....	767,222	6*	April & Oct.	London.	1870
Troy Union:						Ill. State bonds, sterling, reg.....	500,987	6*	" "	"	1870
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	Ill. State bonds, stg. coup. & reg.....	82,700	6*	" "	New York.	1870
2d Mortgage, guaranteed.....	300,000	6	" "	"	Ill. State b'ds, eur., coup. & reg.	35,400	6	Jan. & July.	"	1870	
Union Pacific:						Lehigh Coal and Navigation:					
1st Mortgage, free.....	27,237,000	6*	Jan. & July.	N. Y. & Boston	95-'99	1st Loan.....	384,163	6	J. A. J. & O.	Philadelphia.	1870
2d Mortgage (Gov. subsidy).....	27,236,512	6	" "	"	2d Loan.....	5,606,122	6	" "	"	1884	
Land Grant bonds for 10,000,000					3d Loan.....	2,000,000	6	" "	"	1897	
Income bonds.....	9,856,000	7	April & Oct.	N. Y. & Boston	87-'89	Gold Loan.....	5,000,000	6	June & Dec.	"	1897
Union Pacific—Central Branch:					Convertible Loan.....	1,201,850	6	" "	"	1877	
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895	Monongahela Navigation:					
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	"	1st Mortgage.....	125,000	6	Jan. & July.	Pittsburg.	1887	
Union Pacific—Eastern Division:					2d Mortgage.....	57,000	6	" "	"	1887	
1st Mortgage on 140 miles.....	2,240,000	6*	Feb. & Aug.	New York.	1895	Morris (and Banking):					
1st Mortgage on 254 miles.....	4,063,000	6*	June & Dec.	"	1st Mortgage.....	465,500	6	April & Oct.	Jersey City.	1876	
2d Mortgage (Gov. subsidy).....	6,303,000	6	Jan. & June.	"	2d Mortgage.....	302,750	6	" "	"	1876	
1st Mort. (Leavenworth Br.).....	600,000	7	May & Nov.	"	Boat Loan.....	232,087	6	" "	"	1885	
Land Grant Mort. for \$500,000.....	361,000	7	March & Sept.	"	1st Mortgage.....	590,000	6	May & Nov.	Philadelphia.	1876	
Income bonds \$10,000 p. m.	4,275,350	7	June 1, '71.	"	2d Mortgage.....	1,764,550	6*	March & Sept.	Philadelphia.	1872	
Vermont Central:					3d Mortgage.....	3,980,670	6	Jan. & July.	"	1882	
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1885	Improvement Loan.....	1,601,870	6	May & Nov.	"	1876
2d Mortgage.....	1,500,000	7	" "	Philadelphia.	1891	Susquehanna and Tide Water:					
Equip. Loan (Vt. C. & Vt. & Co.)	1,000,000	8	May & Nov.	Bos. 10d.	1877-'89	Md. State Loan, sterling.....	1,000,000	6	Jan. & July.	London.	1885
Vermont and Massachusetts:					103	Coupon Bonds.....	1,250,000	6	" "	Baltimore.	1876
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	Preferred Interest Bonds.....	325,000	6	" "	"	1894
Vermont Valley:					91	Union (Pa.):					
1st Mortgage.....	386,000	7	April & Oct.	New York.	1890	1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1892
1st Mortgage.....	114,000	6	" "	Boston.	1890	West Branch and Susquehanna:					
2d Mortgage.....	288,200	7	" "	New York.	1889	1st Mortgage.....	750,000	6	Jan. & July.	Philadelphia.	1878
Vermont and Massachusetts:						1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1878
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	Wyoming Valley:					
1st Mortgage.....	386,000	7	April & Oct.	New York.	1890	1st Mortgage.....	600,000	6			

RAILROAD SHARE LIST. including Mileage. Rolling Stock. Debts. Income. Dividends, &c., &c.

Land Grant Railroads are printed in *italics*; State-owned Railroads are distinguished by a *(—)*.

Environ Monit Assess (2009) 151:103–111
DOI 10.1007/s10661-008-0670-0

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

As an aside: (*) occurring in the column headed "Rolling Stock" signifies that the railroad is included in that "State-old Railroad." A dash (—) across the column signifies "nil," and running date (---) signifies "not ascertained." Land Grant railroads are included in this table.

“Grant LeMonds are produced in ‘Juice.’” Some Grant LeMonds are distinguished by a

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "1."

Abstract of General Balance Sheet.

Rolling Stock.

Railroad.	Assets.			Liabilities.			Operations.	Earnings.	Value of Shares.
	Railroad.	Rolling Stock.	Accounts and Cash.	Bonds.	Stocks.	Accounts.	Market. Par.	Dividends.	Net
July 31, 1860 145,000	22.9	20	14	18	396	Southwestern.....	Georgia.	4,567,313	4,567,313
Sept. 30, 1860 68,000	3.4	5	4	2	31	Spartanburg and Union 1. South Carolina.	1,341,852	1,341,852	
Sept. 30, 1860 130,000	0.4	3	6	1	6	Saint Island.....	761,296	761,296	
Sept. 30, 1860 130,000	1.0	2	1	1	134	Sterling Mountain.....	700,000	126,000	
Nov. 30, 1860 179,190	1.8	—	—	—	—	Stockbridge and Pittfield.....	800,000	800,000	
Nov. 30, 1860 21,190	—	—	—	—	—	Stony Brook.....	448,700	448,700	
Oct. 31, 1860 186,000	0.9	—	—	—	—	Massachusetts.....	267,384	267,384	
Dec. 31, 1860 10,400	19.0	—	—	—	—	Massachusetts.....	267,300	267,300	
Dec. 31, 1860 120,000	0.6	2	2	2	23	Sussex.....	500,000	1,000,000	
Sept. 30, 1860 81,000	10.8	12	16	3	274	Syracuse, Binghamton and N. Y. N. Y.	459,944	1,000,000	
Sept. 30, 1860 186,000	1.2	50,0	—	—	—	Syracuse & Chenango Valley.....	3,560,900	3,560,900	
Jun. 30, 1860 11,100	0.6	1,2	4	8	5	Taunton Branch.....	308,066	308,066	
Oct. 31, 1860 73,000	2,6	177,0	31	19	10	Massachusetts and Pacific 1. Massachusetts.....	39,727	39,727	
Oct. 31, 1860 73,000	11,0	—	—	—	—	Tennessee and Pacific 1. Tennessee.....	3,274,008	3,274,008	
Oct. 31, 1860 30,600	6,1	—	—	—	—	Tennessee and Indiana.....	2,215,966	2,215,966	
Dec. 31, 1860 228,000	11,4	11	13	1	58	Tioga.....	843,402	330,543	
Dec. 31, 1860 45,000	45,2	21	1	1	58	Toledo, Peoria and Warsaw.....	9,100,000	1,000,000	
Dec. 31, 1860 186,000	10.8	20	29	10	92	Toledo, Wabash and Western O. & I. Ill. Ill.	23,390,000	23,390,000	
Sept. 30, 1860 186,000	1.2	50,0	—	—	—	Troy and Boston.....	2,260,733	2,260,733	
Nov. 30, 1860 11,100	0.6	1,2	4	8	5	Troy and Greenbush.....	2,222,000	2,222,000	
Oct. 31, 1860 73,000	2,6	177,0	31	19	10	Troy and Greenfield 1. Massachusetts.....	1,187,178	1,187,178	
Oct. 31, 1860 73,000	11,0	—	—	—	—	Terre Haute and Indianapolis.....	186,284	186,284	
Oct. 31, 1860 30,600	6,1	—	—	—	—	Tyrone and Clearfield.....	1,049,366	840,150	
Dec. 31, 1860 228,000	11,4	11	13	1	58	Tyronia.....	840,150	1,049,366	
Dec. 31, 1860 45,000	45,2	21	1	1	58	Ulster.....	5,800,000	2,400,000	
Dec. 31, 1860 186,000	10.8	20	29	10	92	Utica and Block River.....	5,800,000	15,730,000	
Sept. 30, 1860 186,000	1.2	50,0	—	—	—	Utica, Chenango and Susquehanna Valley.....	6,000,000	15,730,000	
Nov. 30, 1860 11,100	0.6	1,2	4	8	5	Vermont and Canada.....	2,000,000	2,000,000	
Oct. 31, 1860 73,000	2,6	177,0	31	19	10	Vermont Central.....	21,000	21,000	
Oct. 31, 1860 73,000	11,0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	6,1	—	—	—	—	Nebraska, etc. 106,945,978	6,501,000	6,501,000	
Dec. 31, 1860 45,000	45,2	21	1	1	58	Union Pacific (Central Branch).....	6,501,000	6,501,000	
Dec. 31, 1860 186,000	10.8	20	29	10	92	Union Pacific (Eastern Division).....	6,501,000	6,501,000	
Sept. 30, 1860 186,000	1.2	50,0	—	—	—	Utica and Troy.....	1,816,000	1,816,000	
May 31, 1860 186,000	3.1	—	—	—	—	Utica, Chenango and Susquehanna Valley.....	1,980,222	1,980,222	
May 31, 1860 186,000	5,6	—	—	—	—	Vermont and Canada.....	2,000,000	2,000,000	
Sept. 30, 1860 186,000	6,0	—	—	—	—	Vermont Central.....	2,000,000	2,000,000	
Nov. 30, 1860 11,100	0.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Oct. 31, 1860 73,000	3.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Oct. 31, 1860 73,000	11,0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	6,1	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 45,000	45,2	21	1	1	58	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	10.8	20	29	10	92	Vermont and Massachusetts.....	1,049,066	1,049,066	
Sept. 30, 1860 186,000	1.2	50,0	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
May 31, 1860 186,000	3.1	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
May 31, 1860 186,000	5,6	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Sept. 30, 1860 186,000	6,0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	9.5	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	16.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	23.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	30.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	37.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	44.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	51.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	58.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	65.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	72.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	79.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	86.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	93.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	100.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	107.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	114.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	121.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	128.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	135.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	142.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	149.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	156.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	163.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	170.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	177.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	184.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	191.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	198.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	205.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	212.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	219.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	226.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	233.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	240.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	247.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	254.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	261.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	268.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	275.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	282.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	289.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	296.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	303.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	310.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	317.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	324.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	331.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	338.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	345.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	352.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	359.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	366.0	—	—	—	—	Vermont and Massachusetts.....	1,049,066	1,049,066	
Dec. 31, 1860 186,000	373.0	—	—	—	—	Vermont and Massachusetts.....			

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

PASSENGER RAILROAD BONDS.

Years ending	Length equiv. single track Horse and Dummies.	Cents.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.	Earnings.	Value of Shares.	INTEREST												
									Bonded Debt.	Floating Debt.	Gross.	Net.	Dividends on paid Capital.	Paid.	Market.	Amount out- standing	Rate.	Principa lly Payable.	Market Price.		
Sept. 30, '69	7.25	94	14 Albany	N.Y.	150,300	99,800	40,000	\$	5,000	78,817	21,467	\$	100	100	\$	40,000	7 J. & J. 18	...			
Nov. 30, '69	1.05	479	15 Albany st. Freight (B'ton). Mass.	N.Y.	49,749	150,000	—	4,377	3,404	Loss.	100	100	—	100	100	604,000	7 J. & J. 1872	...			
Oct. 31, '69	3.41	11	16 Allentown.	Pa.	27,739	30,314	—	11,900	9,089	2,372	100	100	—	100	100	—	—	—	—		
Dec. 31, '69	31.00	73	17 Baltimore City.	Md.	—	—	—	—	480,046	—	6	100	100	20	—	—	100,000	7 J. & J. 1881	...		
Sept. 30, '69	22.00	400	18 Bleeck, st. & F. F. (N.Y.C.) N.Y.	N.Y.	1,762,725	900,000	694,000	23,300	324,039	83,267	100	100	—	100	100	—	—	—	—		
Nov. 30, '69	3.06	256	19 Boston and Chelsea.	Mass.	110,000	110,000	41,000	—	—	—	8,800	64	100	100	35	—	—	—	—	—	
Nov. 30, '69	10.76	185	20 Boston & West Roxbury. Mass.	N.Y.	302,050	200,000	100,000	11,206	126,662	29,881	8.0	100	100	—	—	—	—	—	—	—	
Sept. 30, '69	16.00	775	21 B'dway & 7th Av. (N.Y.C.) N.Y.	N.Y.	522,898	2,100,000	1,500,000	100,000	713,423	229,733	4.0	100	100	—	—	—	—	—	—	—	
Sept. 30, '69	7.00	28	22 Brooklyn, Bath & Coney L.N.Y.	N.Y.	179,789	100,000	80,000	—	30,183	Loss.	100	100	—	100	100	—	—	—	—	—	
Sept. 30, '69	72.00	1321	23 Brooklyn City.	N.Y.	1,957,420	1,500,000	800,000	85,000	282,132	327,466	12.0	100	100	—	—	—	—	—	—	—	
Sept. 30, '69	11.00	178	24 Brooklyn City & Newtown. N.Y.	N.Y.	600,000	596,000	4,000	24,428	134,615	21,999	100	100	—	100	100	—	—	—	—	—	
Sept. 30, '69	19.25	22	25 B'klyn Prop. P. & Flatb. N.Y.	N.Y.	587,944	261,400	278,000	—	72,720	5,718	100	100	—	100	100	—	—	—	—	—	
Sept. 30, '69	4.50	51	26 B'klyn Flatb. & Coney Isl. N.Y.	N.Y.	10,000	100,000	(Not in operation.)	—	—	—	100	100	—	100	100	—	—	—	—	—	
Sept. 30, '69	15.21	180	27 Buffalo street.	N.Y.	327,661	55,300	316,500	6,457	160,428	18,957	100	100	—	100	100	—	—	—	—	—	
Sept. 30, '69	11.50	87	28 Bushwick (Brooklyn). N.Y.	N.Y.	307,348	262,200	2,000	20,056	76,850	Loss.	100	100	—	100	100	98	—	—	—	—	
Nov. 30, '69	28.52	15	29 Cambridge (Boston). Mass.	Mass.	734,670	72,700	150,000	94	—	77,500	9,000	100	100	—	100	100	—	—	—	—	
Sept. 30, '69	1.76	20	30 Central City (Syracuse). N.Y.	N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	—	100	100	—	—	—	—	
Sept. 30, '69	36.00	731	31 Cen. P., N. & E.R. (N.Y.C.) N.Y.	N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	100	100	—	100	100	—	—	626,000	7 J. & J. 1874	...	
Oct. 31, '69	8.43	200	32 Citizens' (10th & 11th st.) (Ph.). Pa.	Pa.	179,635	192,750	—	—	240,293	81,318	364	50	19	—	—	—	—	—	—	—	
Oct. 31, '69	9.04	139	33 Citizens' (Pittsburg). Pa.	Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19	50	44	—	—	—	—	56,300	7 J. & J. 1870	...	
Sept. 30, '69	14.83	212	34 Coney Island (Brooklyn). N.Y.	N.Y.	647,364	500,000	214,000	29,181	144,047	13,067	100	100	—	100	100	—	—	—	—	—	
Sept. 30, '69	22.79	808	35 Dry Dock, E. B. & B. (N.Y.C.) N.Y.	N.Y.	858,180	1,200,000	700,000	—	788,600	180,104	100	100	—	100	100	—	—	—	—	—	
Sept. 30, '69	3.50	4	36 Dunkirk and Fredonia. N.Y.	N.Y.	42,643	34,825	—	1,837	8,480	4,162	3	100	100	—	100	100	—	—	—	—	
Oct. 31, '69	1.61	12	37 Easton and S. Easton.	Pa.	25,230	28,562	—	—	8,565	1,237	24	20	20	—	—	—	—	700,000	7 J. & J. 18	...	
Sept. 30, '69	19.00	851	38 Eighth Avenue (N.Y. City). N.Y.	N.Y.	1,527,023	1,000,000	203,000	—	885,447	200,354	120	100	100	—	—	—	—	203,000	7 J. & J. 18	...	
Oct. 31, '69	2.26	18	39 Erie City.	Conn.	32,915	18,550	17,272	—	12,444	2,749	50	9	—	—	—	—	—	—	—	—	
Sept. 30, '69	2.70	10	40 Fifth Ward (Syracuse). N.Y.	N.Y.	43,301	29,285	10,000	—	10,403	456	100	100	—	100	100	—	—	100,000	7 J. & J. 1878	...	
Sept. 30, '69	9.63	—	41 50 2d st. & Gr'd st. F. (N.Y.C.) N.Y.	N.Y.	1,062,479	745,000	260,000	—	376,903	112,240	100	100	—	100	100	—	—	—	—	—	
Oct. 31, '69	16.36	273	42 Frankford & Southwark (Ph.). Pa.	Pa.	762,441	491,750	198,000	—	308,128	61,710	64	50	49	38	—	—	—	—	—	—	
Sept. 30, '69	3.25	22	43 Genesee & Water st. (Syr.). N.Y.	N.Y.	59,053	42,500	12,700	2,000	12,598	545	100	100	—	100	100	—	—	—	—	—	
Oct. 31, '69	34.20	360	44 Germantown (Phila.). Pa.	Pa.	562,270	307,545	350,000	—	348,021	128,493	19	50	16	284	—	—	—	—	—	—	
Oct. 31, '69	5.40	135	45 Girard College (Phila.). Pa.	Pa.	173,657	170,000	—	—	136,855	35,507	10	50	17	33	—	—	—	—	—	—	
Sept. 30, '69	19.00	851	46 Grand st. & Middleb. VII. N.Y.	N.Y.	75,000	125,000	190,000	—	37,890	10,205	100	100	—	100	100	—	—	250,000	7 J. & J. 1879	...	
Oct. 31, '69	2.26	18	47 Grand st. F. & Middleb. VII. N.Y.	N.Y.	200,000	170,000	30,000	—	82,066	7,083	100	100	—	100	100	—	—	100,000	7 J. & J. 1878	854	
Sept. 30, '69	9.04	15	48 Grand'st. & Newtown (Bk'n). N.Y.	N.Y.	239,746	150,000	100,000	—	176,078	39,958	7.0	50	15	39	—	—	—	—	—	—	
Sept. 30, '69	10.00	107	49 Harbin, Br. & F'dham. N.Y.	N.Y.	255,225	114,610	130,000	3,000	72,802	4,770	100	100	—	100	100	—	—	30,000	7 J. & J. 18	...	
Oct. 31, '69	2.14	11	50 Harrisburg City.	Pa.	60,111	41,995	9,950	1,955	7,280	222	25	24	100	100	—	100	100	130,000	7 J. & J. 1877	...	
Dec. 31, '69	6.80	19	51 Hartford & Wethersfield. Conn.	Conn.	180,000	180,000	—	—	169,086	29,747	100	100	—	100	100	—	—	—	—	—	
Oct. 31, '69	14.10	339	52 Hest. Mant. & F'mount (Ph.). Pa.	Pa.	470,619	306,390	164,400	1,500	283,927	63,060	24	50	7	15	—	—	—	—	—	—	
Dec. 31, '69	—	—	53 Hoboken and Weehawken. N.J.	N.J.	161,535	106,700	74,000	9,272	—	—	100	100	—	100	100	—	—	25,000	7 J. & J. 1874	...	
Sept. 30, '69	2.50	—	54 Hudson Av. (Brooklyn). N.Y.	N.Y.	—	—	—	—	—	—	100	100	—	100	100	—	—	74,000	7 M. & N. 1878	...	
Dec. 31, '69	10.47	—	55 Jersey City & Bergen Point. N.J.	N.J.	77,494	75,000	—	—	22,390	2,405	100	100	—	100	100	—	—	—	—	—	
Sept. 30, '69	3.56	27	56 Kingston and Rondout.	N.Y.	118,592	90,000	62,500	11,462	78,378	6,268	25	9	—	—	—	—	—	191,900	7 J. & J. 1878	...	
Oct. 31, '69	5.20	113	57 Lombard and South st. (Ph.). Pa.	Pa.	70,000	55,530	—	—	31,469	6,385	20	100	100	36	—	—	—	—	—	—	
Nov. 30, '69	4.04	49	58 Lowell Horse.	Mass.	274,331	200,000	50,000	41,952	166,752	14,010	100	100	20	—	—	—	—	90,038	6 J. & D. 1884	181	
Nov. 30, '69	3.75	—	59 Lynn and Boston.	Mass.	60,264	49,224	—	—	oper. M'd	13,679	100	100	304	—	—	—	—	—	—	—	
Nov. 30, '69	3.34	—	60 Merrimac Valley.	Mass.	42,468	50,000	—	—	6,201	28,732	Loss.	100	100	30	—	—	52,600	6 A. & O. 1880	...		
Nov. 30, '69	5.11	58	61 Metropolitan (Brooklyn). N.Y.	N.Y.	361,500	194,000	191,000	7,000	34,108	6,299	100	100	30	—	—	—	—	191,900	7 J. & J. 1878	...	
Nov. 30, '69	6.00	58	62 Metropolitan (Boston). Mass.	Mass.	1,594,493	1,250,000	—	—	233,457	821,332	134,567	10.0	100	100	36	—	—	—	90,038	6 J. & D. 1884	181
Nov. 30, '69	7.12	244	63 Middlesex (Boston). Mass.	Mass.	529,202	400,000	90,038	45,331	229,090	28,123	3.0	100	100	74	—	—	—	—	—	—	
Sept. 30, '69	12.72	172	64 Ninth Avenue (N.Y. City). N.Y.	N.Y.	474,198	797,320	167,000	—	110,179	3,330	100	100	—	100	100	—	—	167,000	7 J. & J. 1876	...	

PREFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (?) have equal dividends with lessees' stock.)

[COMPANIES.]	Amount outstanding.	Div'ds	Market Price.
	Rate.	Paid.	Rate.
RAILROAD STOCKS:			
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	4
Atlantic and St. Lawrence* guar.	2,494,000	7	4
Baltimore and Ohio, pref.	3,000,000	7	6
Berkshire * guaranteed.	600,000	7	7
Blossburg and Corning* guar.	250,000	5	5
Boston, Concord and Montreal, pref.	1,340,000	6	75
Buffalo, N. York and Erie* guar.	950,000	7	7
Camden and Atlantic, pref.	600,000	7	7
Cataswiss*, pref. and guar.	2,200,000	7	7
Cayuga and Susquehanna* guar.	589,110	9	78
Cedar Rapids & Missouri*, preferred and guaranteed.	755,000	7	34
Central Ohio, preferred.	400,000	7	29
Chester, guar.	380,000	8	6
Chicago and Alton, pref.	2,017,815	7	32
Chicago, Iowa and Nebraska* guar.	2,425,400	10	115
Chicago and North western, pref.	2,000,000	10	10
Cleveland and Mahoning*, guar.	2,056,000	7	7
Cleveland and Toledo*,? guar.	6,250,000	3	3
Cochetoo, preferred.	177,750	8	8
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	85
Cumberland Valley, 1st pref.	241,900	8	114
" 2d pref.	504,261	6	6
Delaware*, guaranteed.	500,000	5	5
Detroit & Milwaukee*, preferred and guaranteed.	1,500,000	6	6
Dubuque and Sioux City*, preferred and guaranteed.	1,968,170	7	7
Dubuque Southwestern, pref.	330,308	7	7
Eastern (N. H.)* guaranteed.	492,500	8	8
Elmira, Jefferson and Canandaigua*, guaranteed.	500,000	5	5
Elmira and Williamsport*, guar.	500,000	5	5
Elmira and Williamsport*, preferred and guaranteed.	500,000	7	78
Erie, preferred.	5,536,910	7	45
Hannibal and St. Joseph, pref.	5,253,836	115	115
Harrisburg and Lancaster*, guar.	1,182,550	7	7
Houstonia, preferred.	1,180,000	8	99
Huntingdon & Broad Top Mountain, preferred.	100,750	7	31
Joliet and Chicago*, guar.	1,500,000	7	7
Joliet and Northern Indiana*, guar.	300,000	8	8
Lackawanna and Bloomsburg, pref.	500,000	7	5
Leeds and Farmington*, guar.	2,646,100	7	7
Little Schuylkill*, guar.	848,315	9	99
Louisville, Cincinnati and Lexington preferred.	6,586,135	6	19
Marietta and Cincinnati, 1st pref.	4,061,744	6	8
" 2d pref.	1,000,000	9	9
Manchester and Lawrence*.	588,800	10	10
Michigan Southern, guaranteed.	323,375	10	10
Mill Creek and Mine Hill*, guar.	8	8	8
Milwaukee and P. du Chien, 1st pref.	8	7	7
" 2d pref.	9,744,268	7	81
Milwaukee and St. Paul, preferred.	8,775,000	8	8
Mine Hill and Schuylkill Haven*, guaranteed.	282,250	12	12
Mount Carbon & Pt Carbon*, guar.	1,344,000	6	2
New Haven and Northampton*.	1,500,000	8	8
New York and Harlem, pref.	1,000,000	6	6
Niagara Br. and Canandaigua*, guar.	155,000	8	8
North Eastern (S. C.)*, preferred.	1,037,000	8	107
Ogdensburg and L. Champlain, pref.	3,500,000	7	74
Ohio and Mississippi, pref.	630,000	8	8
Paterson and Hudson*, guar.	248,000	5	5
Paterson and Ramapo*, guar.	1,200,000	6	6
Peoria and Bureau Valley*, guar.	5,996,700	10	10
Philadelphia and Erie*.	1,551,800	10	10
Philadelphia and Reading, pref.	1,099,120	10	10
Philadelphia and Trenton*, guar.	450,000	6	6
Pittsfield and North Adams*, guar.	202,400	6	6
Portl. & Kennebec (Yarmouth) guar.	1,500,000	6	6
Portland, Sago & Portsmouth*, guar.	360,000	7	7
Portsmouth and Concord*.	142,900	7	7
Richmond, Fredericksh. & Potomac, guaranteed.	557,560	7	7
Rochester and Genesee Valley*.	2,040,000	7	7
Rutland, preferred.	445,516	6	36
St. Louis, Alton and T. H., pref.	576,600	5	5
Sandusky and Cincinnati, pref.	869,450	5	5
Schuylkill Valley*, guar.	1,300,000	7	7
Shamokin Valley & Pottsville*, guar.	1,700,000	7	78
Tol. Peoria & Warsaw (W. D.) pref.	1,000,000	7	7
" (E. D.) pref.	274,000	7	7
Toledo, Wabash and Western, pref.	2,500,000	8	8
Troy and Greenbush*, guar.	1,408,300	7	7
Vermont and Canada*, guar.	200,000	5	5
White Mountains*, guar.	317,060	2	2
CANAL STOCKS:			
Delaware Division*, guar.	1,633,350	8	8
Morris, preferred.	1,176,000	10	67
Schuylkill Navigation, pref.	2,838,997	6	32
Union, preferred.	6	---	---
MISCELLANEOUS STOCKS:			
Cumberland Coal, pref.	6	32	32
Mariposa Mining, pref.	5,774,400	7	10

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 14 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 14 cents per lb.; Sheet, Band, Hoop and Scroll, 14 to 14 cents per lb.; Pig, \$0 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....per ton \$22 50 @ 36

Pig, American, No. 1.....33 @ 36

Pig, American, No. 2.....31 @ 32

Pig, American, Forge.....27 @ 29

Bar, Refined, English and American.....27 @ 25

Bar, Swedes, assorted sizes.....(gold) \$5 @ 100

STORE PRICES.

Bar, Swedes, ordinary sizes.....@ 110

Bar, Refined.....80 @ 85

Bar, Common.....75 @ 80

Scroll.....97 50 @ 130

Oval and Half-round.....100 @ 125

Band.....95 @ 80

Horse Shoe.....95 @ 80

Rods, 4@3-16 inch.....85 @ 120

Hoop.....105 @ 150

Barrel.....per lb. 7 @ 7

Sheet, Russia, as to No.'s.....(gold) 11 @ 11

Sheet, Single D. and T. Common.....44 @ 6

Rails, English.....per ton 57 @ 59

Rail*, American, at Works in Penna. c'y. 70 @ 71

Anvile, (Eagle).....per lb. currency. 8 @ 8

STEEL—Duty: Bars and Ingots, valued at 7 cents per

lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per

cent. ad. va. (Store prices.)

English, Cast. (2d and 1st quality).....per lb. 15 @ 18

English Spring (2d and 1st quality).....17 @ 10

English Blister (2d and 1st quality).....10 @ 17

English Machinery.....11 @ 14

English German (2d and 1st quality).....13 @ 15

American, Cast, Tool, do.....14 @ 17

American, Spring, do.....9 @ 11

American Machinery, do.....12 @ 12

American German, do.....9 @ 12

Cut, 4d. @ 10d.....per 10 lb. 4 37 @ 45

Clinch.....5 87 @ 6

Horse Shoe, Forged (No. 10 to 6).....per lb. 23 @ 28

Copper.....@ 37

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.

Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Banca.....(gold) per lb. 364 @ 364

Straite.....(gold) 33 @ 33

English.....(gold) 32 @ 32

Plates—Fair to good brands. Gold.....Currency.

I. C. Charcoal.....per box. 8 25 @ 8 87 @ 10 50

I. C. Coke.....7 25 @ 8 50 @ 9 50

Coke Terne.....5 85 @ 6 75 6 75 @ 7 75

Charcoal Terne.....7 50 @ 8 9 9 @ 9 50

Naphtha, Refined, (65 @ 78 gravity).....9 4 @ 10

Residuum.....per bbl. 4 @ 4

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk).....per gall. 11 @ 12

Crude, 40 @ 47 gravity (in shipping order).....16 @ 16

Refined, prime L. S. W. (110 @ 115 test).....@ 24

Refined, Standard White (in ship's order).....@ 25

Refined, prime White (in shipping order).....@ 26

Refined, S. W. (in jobbing lots).....@ 26

Refined, S. W. (in).....29 @ 10

Naphtha, Refined, (65 @ 78 gravity).....9 4 @ 10

Residuum.....per bbl. 4 @ 4

GLASS—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 40 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 14; over that, and not over 16 by 24; 2½; over that, and not over 24 by 30; all over that, 3 cents per lb.

American Window. (Single Thick.)

1st. 2d. 3d. 4th. (Old List.)

Sizes. A. B. C. D.

6 by 8 to 7 by 9.....\$7 75 \$7 00 \$6 50 \$6 00

8 by 10 to 10 by 15.....8 25 7 50 7 00 6 50

11 by 14 to 12 by 18.....9 75 9 00 8 00 7 00

14 by 16 to 18 by 24.....10 50 9 50 8 50 7 50

18 by 22 to 28 by 30.....12 25 11 25 10 00 8 00

20 by 30 to 24 by 36.....15 00 13 75 11 50 9 00

24 by 31 to 24 by 36.....16 50 15 00 12 50 10 00

25 by 36 to 30 by 44.....17 50 16 00 14 50 12 50

30 by 46 to 32 by 48.....20 00 18 00 15 50 13 50

32 by 50 to 32 by 56.....22 00 20 00 17 00 14 50

Above.....25 00 25 00 20 00 16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.) (New List, Aug. 20th.)

6 by 8 to 7 by 9.....(4 qts.)...per 50 feet. 10 @ 7 75

8 by 11 to 10 by 18.....(4 qts.)...10 50 @ 8

11 by 14 to 12 by 18.....(4 qts.)...12 @ 9 25

14 by 16 to 15 by 24.....(4 qts.)...12 50 @ 9 75

18 by 22 to 18 by 30.....(4 qts.)...15 @ 10 50

20 by 28 to 24 by 30.....(4 qts.)...18 50 @ 12 50

26 by 34 to 26 by 40.....(3 qts.)...21 50 @ 16

28 by 38 to 28 by 44.....(3 qts.)...22 @ 16 50

28 by 46 to 30 by 48.....(3 qts.)...23 @ 17

30 by 50 to 32 by 52.....(3 qts.)...24 50 @ 18

32 by 54 to 34 by 56.....(3 qts.)...25 50 @ 19 50

34 by 58 to 34 by 60.....(3 qts.)...30 @ 22

36 by 60 to 40 by 60.....(3 qts.)...36 @ 23

(Subject to a discount of 55@60 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 19.

Tb. 13. F. 14. Sat. 15. M. 17. Tu. 18. W. 19.

Canton Co.....67 1/2 68 68

Central Pacific 6a.....90 1/2 90 90 90 90 90

Central of N. Jersey.....107 1/2 107 107 108 108 108

Chicago & Alton.....113 1/2 113 1/2 113 1/2 113 1/2 113 1/2

Chicago, Burlington & Quincy.....1883 1883

Chic. & Northwestern.....81 81 82 82 82 82 82

Chic. & Rock Isl. & Pac. 113 1/2 113 1/2 113 1/2 113 1/2 113 1/2

Chi., R. I. & P. 1896 97 97 97 97 97 97

Clev., Col. C. and Ind. 81 81 81 81 81 81 81

Clev. and Pittsburgh.....107 107 107 107 107 107 107

Chicago, Burlington & Quincy.....151 151 151 151 151 151 151

Consolidated 90 90 90 90 90 90 90

Del. & Hudson Canal 118 118 118 118 118 118 118

Del. Lack. & Western. 107 1/2 107 1/2 107 1/2 107 1/2 107 1/2 107 1/2

Del. & Hudson Canal 118 1/2 118 1/2 118 1/2 118 1/2 118 1/2 118 1/2

Del. & Hudson Canal 118 1/2 118 1/2 118 1/2 118 1/2 1

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 19.

Th.13. F.14. Sat.15. M.17. Tu.18. W.19

FEDERAL STOCKS:-

U. S. 5s, 1871, reg.	106	106	106	106	106
U. S. 5s, 1871, coup.	106	106	107	106	106
U. S. 5s, 1874, reg.	114	114	114	113	114
U. S. 5s, 1874, coup.	114	114	114	113	114
U. S. 5s, 10-40s, reg.	106	106	107	106	106
U. S. 6s, 1881, reg.	106	106	113	113	114
U. S. 6s, 1881, coup.	114	114	114	113	114
U. S. 6s, '51, O.W.L.y.	108	108	108	108	108
U. S. 6s, 5-20s, reg. '62.	112	112	111	112	112
U. S. 6s, 5-20s, c. 1862, 112.	112	112	112	113	113
U. S. 6s, 5-20s, reg. '64.	108	108	111	111	111
U. S. 6s, 5-20s, c. 1864.	108	108	111	111	111
U. S. 6s, 5-20s, reg. '65, 108.	108	108	111	111	111
U. S. 6s, 5-20s, c. 1865, 111.	111	111	112	111	112
U. S. 6s, 5-20s, r. n. '65.	111	111	110	110	110
U. S. 6s, 5-20s, c. '65, 110.	110	110	110	110	110
U. S. 6s, 5-20s, reg. '67.	110	110	110	110	110
U. S. 6s, 5-20s, c. 1867, 110.	110	110	110	110	110
U. S. 6s, 5-20s, reg. '68.	110	110	110	110	110
U. S. 6s, c. '68, 110.	110	110	110	110	110
U. S. 6s, Pac.R.R. issue.	110	110	110	110	110

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 18.

W.12. Th.13. F.14. Sat.15. M.17. Tu.18

Catawissa.					
.. preferred	38	38	39	39	39
Camden and Amboy.	115	115	115	115	115
.. 6s, 1870					
.. 6s, 1875					
.. 6s, 1883	92	92			
.. 6s, 1889					
.. mort. 6s, '89, 96.	96	96	96	96	96
Elmira & Williamsport.					
.. pref.					
.. 7s.			92	92	92
Lehigh Navigation.	33	33	33	33	32
.. 6s, 1884	83	83	82	82	82
.. Gold L.	88	88	89	89	89
.. R. R. L.	89	89			
Lehigh Valley R. R.	58	58	58	58	58
.. 6s new coup.		98			
.. 6s new reg.		99			
Little Schuylkill R.R.		42			
.. 7s.		100			
Minehill.		52			
Morris Canal.					
.. pref.					
.. 1st mort.					
North Pennsylvania.		43			
.. 6s, 1880			98	98	98
.. 7s.		94	94	94	94
.. 10s, 1887					111
Northern Central.		42		42	
Pennsylvania R. R.	60	60	60	60	60
.. 1st M.					
.. 2d M.		101			
Penn. State, 6s, 1st series.					
.. 6s, 2d series.					
.. 6s, 3d series.	110	110			
.. 6s, W. L.		104			
Philadelphia City, 6s.		102			
.. new.	102	102	102	102	102
Philad., Germ. & Nor.					
Philad. & Reading.	50	50	50	50	50
.. 7s, 1893					
Philadelphia and Erie.	27	27			
.. 6s.					
.. 7s.		88	88	88	88
Schuylkill Navigation.	7				
.. pref.					
.. 6s, 1882	73	73	73	73	73
.. 6s, 1876					
.. 6s, 1872					
Susq. Canal.					
.. 6s, 1878					
Union Canal, pref.					
.. 6s, 1878					
Hestonville, (Horse).	15	15	15	15	15
Chestnut & Wal.					
Green & Coates					
2d and 3d streets	50	50	50	50	50
Spruce and Pine					
13th and 15th sts.					

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 18.

W.12. Th.13. F.14. Sat.15. M.17. Tu.18

Baltimore City 6s, 1875.	92	92	92	92	92
.. 1886					
.. 1890	93	93	93	93	93
.. 1884					
Balt and Ohio.					131
.. bonds, 1875.					
.. 1880.					
.. 1885.					
Marietta & Cin. 1st M.	91	91	91	91	90
.. 2d M.	75	75	75	75	75
Northern Central.					
.. bonds, 1885.					
.. 1900.					
N. W. Va. 1st mort.					
.. 2d mort.					
.. 3d mort.					
Oily Passenger R. R.					29

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 19.

Th.13. F.14. Sat.15. M.17. Tu.18. W.19

Boston and Albany.	148	148	149	148	149
Boston and Lowell.		137	138		
Boston and Maine.					148
Boston and Providence.				146	
Boston, Hartford & Erie.	4	4	4	4	
.. 7s, new.	28	27	26	25	26
Cheeshire, pref.					
Concord.					
Connecticut River.				188	
Eastern.				128	
Fitchburg.	132	132			132
Manchester & Lawrence.					135
Portl'd, Saco & Ports.	118				120
Union Pacific.				24	
“ 6s.	81	81	81	81	81
“ Land Grant 7s.	71	71	72	72	73
“ Income 10s.	71	71	71	71	71
Vermont & Canada.	106				106
Vermont & Mass.					
South Boston (Horse).					
Cambridge.	98				98
Metropolitan.				70	69
Middlesex.					69
Central Mining Co.					
Copper Falls.					
Franklin.					
Huron.					
Isle Royale.					
National.					
Pewabic.				2	
Plattsburgh.					
Quincy.				20	20

to leave for Europe at an early day, will have as his associate partner, Mr. J. H. Puleston, the accomplished and popular senior partner in the banking firm of Puleston, Raymond & Co., of this city.

The specie reserve of the city banks according to the latest return is \$11,610,708, against \$20,399,070 same time last year. The city bank deposits are now \$187,489,715, against \$178,642,986 week ending Oct. 18, 1869. The legal tender reserve amounts to \$50,526,279, against \$53,229,504 same time last year. The circulation now stands at \$32,967,705, against \$24,217,114 same time last year. The loans are now \$265,275,290, against \$248,587,984 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged \$87,257,885 a day, against a daily average of \$75,948,742 the preceding week. The current weeks' exchanges average about 99 $\frac{1}{4}$ millions a day. The city banks, last week, reported a loss of \$986,938 of specie, and \$211,402 of deposits, with a gain of \$251,053 of legal tender notes. They increased their loans, \$294,461; and their circulation, \$374,496.

The city bank exchanges on Wednesday were about 85 $\frac{1}{2}$ millions.

The coin reserves of the Treasury Department on Monday were \$98,131,000, including about 123 $\frac{1}{2}$ millions on deposit on private account; currency balances, \$25,260,000.

National Bank notes to the amount of \$293,701 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to \$334,069,938, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$33,807,529 leaving, with the existing 1,612 banks, (having an aggregate capital of \$427,285,701,) an actual circulation at this date, of \$300,262,409. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$348,592,950; and for the public deposits, \$15,981,500—making a total of \$359,574,450. The Treasury Department last week redeemed and destroyed \$507,500 of worn and mutilated fractional currency, and issued \$280,509 of new.

The U. S. Sub-Treasury receipts, week ending with Oct. 15, were \$4,444,468 in coin, (including \$8,103,000 from customs duties,) and \$5,513,509 in currency; payments, \$8,181,184 in coin, (including \$803,006 of coin interest,) and \$4,295,086 in currency; balance at the close of the week, included \$62,080,094, of coin, against \$60,816,082 the preceding Saturday, and \$6,813,809 of currency, against \$5,595,328 at the close of the preceding week. The business of the Office on the first two days of the current week, was as follows. On Monday, receipts, \$500,388 in coin, (including \$243,624 from customs,) and \$995,656 in currency; payments \$867,797 of coin (including \$27,368 of coin interest), and \$816,280, of currency. On Tuesday, receipts, \$548,674 in coin (including \$494,382 from customs), and \$212,147 in currency; payments, \$119,838 in coin (including \$24,579 of coin interest) and \$404,146 of currency. The balance at the close of business on Tuesday included \$7,301,188 of currency, and \$62,041,472 of coin, against a balance in week

American Railroad Journal.

Saturday, October 22, 1870.

Stock Exchange and Money Market.

The last city bank statement was more favorable than had been anticipated, having shown an increase of $\frac{1}{4}$ th of a million in the legal tender reserve, with only a moderate decrease in the specie item, and the deposits. The loans and circulation were enlarged. The supply of Money on call has been more liberal at from 5@7, generally at 5@6 per cent., with a fairly active speculative inquiry noted, chiefly for Stock Exchange purposes. There has been a free currency for prime to good mercantile paper at from 7@9 per cent. per annum, with a comparatively moderate offering reported of names grading up to prime. The U. S. Sub Treasury added about 1 $\frac{1}{4}$ millions to each of its coin and currency balances. Of the 1871 five per cents, now being redeemed, by the Sub Treasurer, under the recent order, over two millions have already been offered to the Government, for retirement.

In the new London banking house of Messrs. Jay Cooke & Co., Hon. Hugh McCulloch, who is

previous of \$6,546,896 currency, and \$62,641,472 coin.

The aggregate receipts of the U. S. Sub-Treasury in September were \$45,989,781, including \$14,704,085 from customs; aggregate payments, \$57,008,400, including \$8,988,005 of coin interest.

The U. S. Sub-Treasurer issued in September \$1,187,500 of coin certificates.

The U. S. Sub-Treasurer retired, last week, \$2,726,714 of coin certificates, received for customs.

Government revenues have made a fair average yield to the Treasury, since our last. The excises, during the week yielded about 3½ millions; customs at the port of New York, \$2,972,714, and at the outports about a million (in coin) more, making the grand total income for the week equal to about \$7,970,400 in currency. The income of the Government, from excises, since July 1, 1870, has been about 59 millions.

Gold has been offered more freely and has been quoted lower, ranging from 112½ to 114¾; and closing on Wednesday at 113¼, as against 113½ the preceding Wednesday. There has been a less confident speculative call; and less urgency has been noted in the customs and export demand. Government marketed a million of Gold on Wednesday at 112 60@112 77. The aggregate of the bids was \$2,811,300. Toward the close, a stronger feeling was apparent in the Government, under freer speculative purchases.

The Gold Exchange held its annual election on Monday, choosing the following officers, and the usual standing committees: President, H. S. Camblos; First Vice President, T. A. Hoyt; Second Vice President, W. M. Whittemore; Secretary, T. P. Akers; Treasurer, R. L. Edwards. The aggregate receipts of the Exchange, last financial year, were \$56,276; expenditures, \$16,827.

According to the official programme of the Treasury Department for October, Government will sell Gold as follows: Wednesday, Oct. 26, \$1,000,000. And buy in Five-Twenties as follows: Thursday, Oct. 27, \$2,000,000.

The export drain last week was \$654,323 against \$802,174 week ending with Oct. 8; \$465,260 week ending with Oct. 1; \$1,845,408 week ending Sept. 24, less than a million week ending with Sept. 17; 1½ millions week ending Sept. 10; 1½ millions week ending Sept. 3; 2½ millions week ending with Aug. 27th, about three millions the week ending with August 20th, 8½ millions the week ending with Aug. 18th, and nearly 7 millions the week ending with Aug. 6th. The shipments thus far this year have been over 50½ millions, against 27½ millions same time in 1869; 66½ millions same time in 1868; 43 millions same time in 1867; nearly 54½ millions same time in 1866; and 28½ millions same time in 1865. On Wednesday of the current week, the specie exports were only \$179,778. The exchanges at the Gold Exchange Bank, which were 76½ millions on Thursday of last week, were 87½ millions on Saturday, nearly 58 millions on Monday of this week, and only 26½ millions on Tuesday. On Wednesday they were over 56 millions.

The coin balance of the U. S. Sub-Treasury on Thursday morning was about 62½ millions.

The customs demand for Gold last week, averaged \$617,167 a day; thus far, this week, it has averaged \$419,008 a day, or equal to a weekly aggregate of \$2,514,048. The arrivals of

specie from Europe, Havana and other foreign ports, during the week were \$229,257; and since Jan. 1, 1870, \$8,489,011, against \$14,702,820 same time in 1869. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been \$117,269,670 against \$109,039,230, same time in 1869.

The exports of specie, from this port, last week, were \$654,323 against \$1,010,513 same week last year; and since Jan. 1870, \$50,686,569, against \$27,388,284 same time in 1869. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$303,006; and since Jan. 1, 1870. \$67,374,186 against \$69,788,452 same time in 1869.

The customs revenue of the port on Wednesday was —; and the coin interest disbursements were about \$31,000.

The customs revenue at the port of San Francisco, from Jan. 1 to Oct. 8th, was \$6,816,000, against \$6,701,000 same time last year.

The specie exports by steamer and railway, from San Francisco, from Jan. 1, 1870 to Oct. 8th, were \$26,831,000, against \$29,417,000 same time last year.

Foreign Exchange has been more active, and quoted firmer, closing strong. Bankers' sixty day bills on London closed on Wednesday at 108½@109; sight bills on London, 109½@109¾. The offerings of produce bills have been fair. The week's exports of domestic produce have been to the currency value of \$3,196,133, and since January 1, 1870, \$144,755,201 against \$156,125,800, same time in 1869.

Government securities have been more generally sought after, partly on speculative account, but chiefly for investment purposes; and prices have been quoted stronger, though not very decidedly higher. The offerings have been quite moderate at the going rates.

U. S. sixes of 1881 closed here on Wednesday of the current week at 113½@114; U. S. Five-Twenties of 1862, 112½@113; U. S. Five-twentieths of 1864 at 111½@111¾; U. S. Five-Twenties of 1865 at 112½@112¾; U. S. Five-twentieths of 1865 consolidated, 110½@110½; U. S. Five Twentieths of 1867, 110½@110½; U. S. Five-twentieths of 1868, 110½@110½; U. S. Ten-forties at 106½@106½; U. S. Six per cent. currency bonds, 111½@111¾.

State bonds have been lightly dealt in throughout the week, but have been quoted generally firm in price.

Railway and miscellaneous share property has been in decidedly more active speculative demand at generally higher, though unsettled prices,—closing, however, quite heavily, under a pressure to realize, chiefly on speculative account.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 5.	Oct. 12.	Oct. 19.
Cuonsols	92½	—	92%
U. S. 5-20's of 1862..	91½	91	*89½
U. S. 5-20s, 1865....	90%	—	*88½
" 1867	89½	89½	89½
" 10-40s	85%	86½	87
Erie.....	18	18	18½
Ill. Central.....	113	—	114
At. and Gt. West....	26	—	30

* Ex-Coupon.

Railway bonds have been in rather better request, for investment purposes at firm prices. Central Pacific Sixes, have been more sought af-

ter, closing on Wednesday at 90½@90½. The Union Pacific Sixes closed firmly on Wednesday at 88½@88½. The registered First Mortgage bonds of the Chesapeake and Ohio Railroad have been in demand at 90 per cent. and accrued interest.

At Frankfort on Wednesday, U. S. Five Twenties were quoted at 95½.

General business has shown more activity in the domestic produce line, but at variable prices. Middling upland cotton closed tamely on Wednesday at 16½ cts. per lb. The stock of cotton now here is given at about 27,000 bales. The receipts at the port this week, have averaged about 5,600 bales a day. The receipts at all the ports, since Sept. 1, 1870, have been 269,850 bales, against 270,800 bales same time in 1869-70; exports same time 73,850 bales, against 79,100 bales same time in 1869-70; stock on hand at latest dates, 177,350 bales, against 127,775 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870 have been 12,986 pkgs., against 18,299 pkgs., same time in 1869. From Boston, 5,010 pkgs. in 1870, against 6,489 pkgs. same time in 1869.

At the Live Stock markets, this week, Beeves of good quality have been in less request and lower; we quote the range at from 8@16½ c. per lb.; week's receipts, 9,263. Milch cows in demand at \$40@\$100 each, receipts, 113. Veal calves have been less saleable at from 3½@11½ c. per lb.; receipts, 2,684. Sheep in less request at from 4½@6¾ c.; lambs at 6½@9 c. per lb.; receipts, 42,494. Swine have been in demand at 8½@8¾ c. per lb. all live weight; receipts, 22,515.

Foreign goods have been less freely dealt in at about steady rates. The dry goods entries at this port, last week, were \$2,259,081, making with the general merchandise imports, a total of \$5,018,214, against \$6,852,635 the preceding week.

Ocean freights have been quoted stronger, but have not been remarkably active, the scarcity of ship room checking engagements. For Liverpool we quote flour at 2s. by sail, and 2s. 6d. by steamer per bbl.; grain at 8d. by sail, and 9d. by steamer per bushel; cotton at ¼@5d. by sail and ½d. @2½d. by steamer per lb.; and heavy goods 20s. @27s. 6d. by sail, and 26s. @45s. by steamer, per ton. Total number of vessels in port on Wednesday, 478.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending October 18th, and since the beginning of the year:

	1869.	1870.
For the week.....	\$4,149,217	\$3,196,133
Previously reported..	151,976,588	141,559,068

Since Jan. 1.....\$156,125,800 \$144,755,201

The imports for the week ending Oct. 15, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods.....	\$1,319,456	\$2,259,081
Gen. merchandise.....	2,418,333	2,759,183

Total for the week.....\$3,737,789 \$5,018,214

Previously reported....240,316,760 288,361,257

Since January 1.....\$244,054,549 \$248,879,471

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Hannibal and St. Joseph 8s, con., 106 $\frac{3}{4}$; St. Louis and Iron Mountain 1st mort., 87; Cedar Falls and Minnesota 1st mort., 84 $\frac{1}{2}$; Jefferson R. R. 1st mort., 91; Ohio and Miss. consol. bonds, 87 $\frac{3}{4}$; Long Dock bonds, 89; Peninsula R. R. 1st mort., 90; Morris and Essex const. bonds, 89; Pacific R. R. bonds, guar. by Mo., 94 $\frac{1}{2}$; Toledo, Peoria and Warsaw 1st mort., W.D., 80; N.Y. and N.H.R.R., 151; do., scrip, 140; New Jersey R. R., 114 $\frac{1}{4}$; Long Island R. R., 67; North Carolina 6s, special tax, 22 $\frac{3}{4}$; South Carolina 6s, old, 80; do., new, Jan. and July, 68 $\frac{1}{2}$; Virginia 6s, reg., 1867, 57; California 7s, 112; N. Y. State 7s, Bounty Loan, reg., 107 $\frac{1}{2}$; Arkansas 6s, Fund Act, 62; Western Union Tel., 41 $\frac{1}{2}$; Maryland Coal, 25; Consol Coal of Md., 26; American Coal, 37; Am. Mer. Union Exp., 44 $\frac{1}{2}$; U. S. Exp., 36 $\frac{5}{8}$; Wells Fargo Exp., 87 $\frac{1}{2}$; do., old, 12 $\frac{3}{4}$; Adams Express Co., 67; Atlantic Mail S. S. Co., 25.

Philadelphia.—Pennsylvania R.R. General mort. coupon, 96; Pennsylvania and New York Canal 7s, 92; Wilmington and Reading, 7s, 91; West Jersey 7s, 90 $\frac{1}{2}$; Belvidere Delaware 3d mort., 85; Oil Creek and Allegheny River R. R., 44 $\frac{1}{2}$; do., 7s, 80; Wyoming Valley Canal, 25; Pennsylvania State Inclined Plane Loan, 107; Philadelphia City 6s, prior to 1862, 108 $\frac{1}{2}$; Daizell oil, $\frac{1}{2}$; N. Y. and Middle Coal Fields, 4.81. The latest quotations are: City 6s, 101 $\frac{1}{4}$ @102 $\frac{1}{4}$; do. free of tax, 102 $\frac{1}{2}$ @—; State 6s, coupon, 103@105; do., 6s, W. L., 104@—; do., 1st series, 104@106; do., 2d series, 105@106; do., 3d series, 109@110 $\frac{1}{2}$; Reading, 50 $\frac{3}{8}$ @50 $\frac{3}{8}$; do., 7s, 1898, 105@—; do., mort. 6s, 1880, 97@97 $\frac{1}{2}$; Camden and Amboy, 115 $\frac{1}{2}$ @116; do., mort. 6s, 1889, 96 $\frac{1}{2}$ @97 $\frac{1}{2}$; do., 1883, 92@93; do., 1889, 92@92 $\frac{1}{2}$; Penn. R. R., 60 $\frac{1}{2}$ @60 $\frac{1}{2}$; do., 1st mort., 102 $\frac{1}{2}$ @102 $\frac{1}{4}$; do., 2d mort., 101@101 $\frac{1}{2}$; Little Schuylkill R. R., 42@42 $\frac{1}{2}$; Morris Canal, 25@30; do., pref., 65@70; do., 6s, 80@84; do., scrip 7s, 65@—; Susquehanna Canal, 5 $\frac{1}{2}$ @6 $\frac{1}{2}$; do., 6s, 45@47; Schuylkill Nav., 7@8 $\frac{1}{2}$; do., pref., 16@16 $\frac{1}{2}$; do., 6s, 1882, 73@73 $\frac{1}{4}$; Elmira and Williamsport pref., 39@40 $\frac{1}{2}$; do., 7s, 1873, 92@92 $\frac{1}{4}$; do., 5s, 57 $\frac{1}{2}$ @60; Lehigh Coal and Navigation, 32 $\frac{3}{4}$ @32 $\frac{1}{2}$; do., 6s, 1884, 82@83; do., R. R. Loan, 89@90; do., Gold Loan, 89@89 $\frac{1}{2}$; North Pennsylvania, 42 $\frac{1}{2}$ @48 $\frac{1}{2}$; do., 6s, 98@99; do., 7s, 93@94; do., Chatte 10s, 111 $\frac{1}{2}$ @—; Philadelphia and Erie, 27@27 $\frac{1}{2}$; do., 6s, 91@—; Minehill, 51@52; Catawissa, 12@15; do., pref., 38 $\frac{1}{2}$ @39 $\frac{1}{4}$; Lehigh Valley, 58 $\frac{1}{2}$ @58 $\frac{1}{4}$; do., 6s, 100 $\frac{1}{2}$ @—; do., 6s, reg., 98 $\frac{1}{2}$ @99 $\frac{1}{2}$; Fifth and Sixth streets, (horse,) 87@40; Second and Third, 50@50 $\frac{1}{4}$; Thirteenth and Fifteenth, 21@22 $\frac{1}{2}$; Spruce and Pine, 25@26; Green and Coates, 39@40; Chestnut and Walnut, 44@44 $\frac{1}{2}$; Hestonville, 15@15 $\frac{1}{4}$; Union, 44@—.

Boston.—Western R. R. 6s, 1875, 101 $\frac{1}{2}$; Phila., Wil. and Balt. 6s, 1887, 95; Vermont Central 1st mort., 85; Stanstead, Shefford and Champlain 7s, 82 $\frac{3}{4}$; Cedar Rapids and Missouri 7s, 1916, 88 $\frac{3}{4}$; Derby R. R. 1st mort. 7s, 100; Iowa Central R. R. 7s, 90; Hannibal and St. Joseph 8s, 105 $\frac{1}{2}$; Indianapolis and Cincinnati R. R., 10; Marginal Freight R. R., 5; Norwich and Worcester R. R., 108 $\frac{1}{4}$; Nashua and Lowell R. R., 143 $\frac{3}{4}$; Rutland pref., 73; Cincinnati, Sandusky and Cleveland R. R., 16 $\frac{1}{4}$ do., 7s, 75 $\frac{1}{2}$; Boston Water Power Co., 16; Cary Imp., 8 $\frac{1}{2}$; Waverly Land, 1 $\frac{1}{2}$; Massa. railroad company.

chusetts 6s, 1876, gold, 108 $\frac{1}{4}$; do., 5s, 1883, gold, 96 $\frac{1}{4}$; do., 5s, 1894, gold, 98 $\frac{3}{4}$; New Hampshire 6s, 1884, 99 $\frac{1}{4}$; Rhode Island 6s, 1882, 99 $\frac{1}{2}$; Maine 6s, 97 $\frac{1}{2}$; Boston 6s, 1880, currency, 100 $\frac{3}{4}$; do., 5s, 1878, gold, 96 $\frac{1}{4}$; do., 1882, gold, 96 $\frac{1}{2}$; do., 1877, gold, 97 $\frac{1}{2}$; Worcester 6s, 1880, 99 $\frac{1}{4}$; Salem 6s, 1888, 99 $\frac{1}{2}$; St. Louis Co. 7s, 1888, 95 $\frac{1}{4}$; Cook Co., Ills., 7s, 97 $\frac{1}{2}$; Portland 6s, 1887, 90 $\frac{1}{4}$; do., Water Works 6s, 1888, gold, 80; Chicago 7s, 98; Calumet, 90; Hanover, 35c.; Hancock, 1 $\frac{1}{2}$; Mesnard, 50c.; Petherick, 35c.; South Side, 25c.

Baltimore.—Richmond and Danville bonds, 77 $\frac{3}{4}$; Western Maryland 1st mort., unindorsed, 76; do., 2d mort., pref., 62; Orange and Alexandria 2d mort., 75; Pittsburgh and Connellsville bonds, 92; Maryland Defense bonds, 108; Virginia 6s, old, reg., 51 $\frac{1}{2}$; do., 1867, 58 $\frac{1}{2}$. The latest quotations are: Pittsburgh and Connellsville 7s, 1898, 91 $\frac{1}{2}$ @91 $\frac{1}{2}$; Baltimore and Ohio, 130@131; do., 6s, 1875, 94@95; do., 1880, 94@95; do., 1885, 92@92 $\frac{1}{2}$; Northern Central, 41 $\frac{1}{4}$ @42 $\frac{1}{4}$; do., 6s, 1885, 92 $\frac{1}{2}$ @94; do., 1900, 86 $\frac{1}{2}$ @87 $\frac{1}{2}$; do., 6s, 1900, gold, 93 $\frac{1}{4}$ @94; Parkersburg Branch, —@7 $\frac{1}{2}$; N. W. Va. 1st mort., 94@95; do., 2d mort., 95@95; do., 3d mort., 1885, 88@90; Marietta and Cincinnati 7s, 1892, 91 $\frac{1}{4}$ @92; do., 2d mort., 75@76; Central Ohio, 24@25; do., 1st mort., 88@—; Western Md. 6s, 1890, 76@77; do., guar., by Baltimore City, 90@92 $\frac{1}{2}$; do., 2d mort., guar., 88@—; do., 6s, pref., 62@62 $\frac{1}{2}$; do., 6s, guar., by Washington Co., 80@83; Richmond and Danville bonds, 77 $\frac{3}{4}$ @77 $\frac{1}{2}$; Orange and Alexandria 1st mort., 6s, 82@82; do., 2d mort., 6s, 74@76; do., 8d mort., 8s, 85 $\frac{1}{2}$ @—; do., 4th mort., 8s, 74@75; Orange, Alex. and Manassas 7s, 75@75; Virginia and Tennessee 8s, 81 $\frac{1}{2}$ @82 $\frac{1}{2}$; do., 6s, 1st mort., 80@82 $\frac{1}{2}$; do., 6s, 2d mort., 73@75; Baltimore 6s, 1875, 91 $\frac{1}{4}$ @92; do., 1884, 91 $\frac{1}{4}$ @92 $\frac{1}{2}$; do., 1886, 92@93; do., 1890, 98@98 $\frac{1}{4}$; do., 1898, —@93; do., 5s, 1888-70, 75@80; Memphis City 6s, 57@59; Maryland Defense Loan, 1883, 102 $\frac{3}{4}$ @103; City Passenger R. R., 20@21; George's Creek Coal, 60@62; Atlantic Coal, 1.50@3.00; Bare Hill, 0.00@0.20.

At the annual meeting of the stockholders of the Rockford, Rock Island and St. Louis Railroad Company held in Rock Island on the 12th inst., the following persons were elected directors for the ensuing year: H. H. Boddy, Leo Lehman, Henry Budge, D. A. Boddy, and O. D. Ashley, New York; J. R. Young, Chicago; Calvin Truesdale, Rock Island; John Moses, Winchester, and David Turnbull, Monmouth. J. R. Young was subsequently elected President, and John P. Whitehead, Secretary.

The Common Council of Portland, Me., have passed an order placing upon equality with the existing mortgage of \$700,000, upon the Portland and Rochester Railroad, held by the city, another mortgage of \$350,000, to be negotiated by the road, making, in fact, one complete joint mortgage of \$1,050,000, fully secured by the entire property of the road. This will enable the company at once to finish and equip the road to Rochester.

Stephen Kenrick, Samuel P. Dow, B. F. Martin, Joseph B. Walker, S. N. Bell have been elected directors of the Concord and Portsmouth railroad company.

HARVEY FISH.

A. S. HATCH.

OFFICE OF FISH & HATCH,
BANKERS AND DEALERS IN GOVERNMENT
SECURITIES, NO. 5 NASSAU ST.,
NEW YORK, Oct. 15, 1870.

THERE IS NOW A CLEAR PROFIT OF 20 per cent. in an exchange of United States 5 20 bonds for the Central Pacific Railroad bonds—in other words, for every \$5,000 of the former there may be obtained \$6,000 of the latter bonds, bearing the same rate of interest (6 per cent. in coin), not subject to be called in for twenty-five years, and founded upon a security sufficient to satisfy the most critical investors.

The Central Pacific Railroad is one of the most prominent and productive lines on the Continent, and its securities have a ready and active market, both in this country and in Europe. They can always be converted into money as readily as the bonds of the Government, and their stability and safety are thoroughly established and universally recognised.

Having originally negotiated these bonds, and knowing their value, we make a specialty of dealing in them, as in Government securities, and have no hesitation in recommending them to our friends and customers contemplating investments or the exchange of Five-Twenties.

FISK & HATCH.

Proposed Bridge Across the Delaware.

A board of officers, consisting of Gen. J. C. Woodruff, Col. J. D. Kurtz and Major W. R. King, of the Corps of Engineers of the United States Army, met on the 11th inst., at the office of the United States Engineer, No. 208 South Fifth street, Philadelphia, for the purpose of inquiring into the feasibility of erecting the Speakman drawbridge across the Delaware, and hearing any objections that might be offered. The plan proposed is for a suspension bridge, having a draw with three floors or roadways, diverging from the main floor of the bridge. It is intended that at least one of the draws shall be closed all the time, vessels entering at one end before the draw is opened at the other. Mr. Wm. E. Cramp was before the Board and presented various objections to the bridge, the principal ones being the obstruction of the river by the piers, this causing the ice to lodge, and the inadequate width of the proposed draw, it being seventy feet, while the width of the new city ice boat, for example, is sixty-eight feet, which would render it impossible for her to pass through with safety, having a vessel in tow during the winter season. He stated that navigators object very strongly to drawbridges of any sort, and this seemed to be an aggravated form of drawbridge, and no navigator would at any rate attempt to pass through unless all three of the floors were raised at once.

Twenty-five per cent. of the principal of the Repair bonds of the Chesapeake and Ohio Canal Company, guaranteed by the State of Virginia, with interest to the 1st instant on the said 25 per cent. of the principal, will be paid on presentation of the bonds at the banking-house of Alex. Brown & Sons, Baltimore.

It is stated that the Portland and Ogdensburg Railroad will extend to Steep Falls, in Baldwin, 28 miles from Portland, this fall. The rest of the road will be completed to Fryeburg, in order to lay the rails as soon as the ground settles in the spring.

List of U. S. Patents.

Issued for Improvements in Railroad Construction, Rolling Stock, &c., for the week ending Oct. 18, 1870, and each bearing that date. Reported weekly for the AMERICAN RAILROAD JOURNAL, from the Office of DAVID A. BURR, Solicitor of Patents and Attorney in Patent cases, Washington City, D. C.

No.

108,818.—Dumping Car, Andrew J. Ballard, Cohoes, N. Y.

108,817.—Viaduct, Chas. Bender, Phoenixville, Pa.

108,827.—Rotary Grate Bars, David Byard, Sharon, Pa.

108,838.—Sectional Steam Generator, Byron Densmore, New York, N. Y.

108,838.—Snow Plow, Alexander Dunbar, New York, N. Y.

108,842.—Railway Track, John N. Farrah, Pepperell, Mass., and Jacob Stone, Belvidere, N. J.

108,845.—Safety Valve, Henry A. Goll, Chicago, Ills.

108,881.—Nut Fastening, Frederick Myers, New York, N. Y.

108,882.—Nut Fastening, Frederick Myers, New York, N. Y.

108,400.—Dumping Car, Eben C. Smeed, Lawrence, Kansas.

108,402.—Railway Chair and Clamp, Loyt J. Smith, New York, N. Y., assignor to himself and Henry D. Blake, same place.

108,404.—Car Coupling, Warren B. Snedaker, Phoenix, N. Y.

108,412.—Rotary Steam Engine, Wm. P. Vickery, East Auburn, Me.

108,426.—Steam Engine, Hugh Young, Middletown, Conn., and James S. Young, New York, N. Y.

108,429.—Method of forming forked end of Railway Crossings, Joseph Armstrong, Brinsworth, England.

108,460.—Car Starter, David C. Dickenson, Baltimore, Md.

108,475.—Changeable Gauge Car Wheel, Jonas Hamilton and Geo. F. Morse, Portland, Me.

108,477.—Spring Cushion for car seats, Wm. B. Hatch, Elmira, N. Y.

108,584.—Device for holding open doors, Jerome B. Sweetland, Pontiac, Mich.

108,548.—Time Table Indicator, Leander Wright, Rochester, N. Y.

Reissue—4,158.—Preserving and Hardening Wood, assignees of John L. Samuels, Pat. No. 60,794, dated Jan. 1, 1867.

 The New Haven Journal in an article advocating town aid to the new air line railroad between New York and Boston, says:

The Boston, Hartford and Erie road has gone into new hands, and there is every reason to believe that the connecting link between Willimantic and Putnam will soon be completed. Work has already been resumed, and it is reported to be the determination of the new managers to finish this part of their line during the present year. This done, and our own road (the Air Line) completed to Willimantic, the old dream of a new and shorter line to Boston will have been realized. The road beyond Middletown is all graded except about six miles, and the whole work can be finished in a few months if our citizens will show some of the spirit manifested by towns along the line.

Journal of Railroad Law.

RAILROAD COMPANIES—DAMAGES FOR NEGLIGENCE—WHEN SERVANT CANNOT RECOVER OF COMPANY FOR INJURY CAUSED BY FELLOW SERVANT.

The case of Cooper *Admr. vs. The Milwaukee and Prairie du Chien Railway Company*, (28 Wis., 668,) was an action by an administrator, under the statute, for injuries to the person of his decedent, causing death. John Cooper the deceased, while in the employ of the defendant as a brakeman, and serving as such on a train, was killed in consequence of the train running into a gap in the road, caused by the removal of rails for the purpose of making repairs. The complaint charges the company with negligence in not keeping the road in a safe condition and in not having, by its officers and agents engaged upon said repairs, caused proper notice of the defect to be given to said train, and in not employing a sufficient number of workmen to make said repairs, and in employing a competent and trustworthy person to superintend them. It appears that the break in the road was some thirty or forty rods west of a bridge, about six hundred feet long, across the Rock river, on the line of the defendant's road; that the train came from the east; that there is a pretty sharp curve some seventy-five or eighty rods east of the bridge, and a descending grade from the curve to the bridge; and that the train, consisting of sixteen or seventeen cars, besides the caboose, was loaded with wood; that the day was wet and dark, and the track slippery; and there was no notification of the break given to the train except by a flag from four to six rods west of the bridge, which was not more than about two feet high, and which the engineer did not observe until he approached the east end of the bridge, when it was raised and waived by hand. It further appears that the workmen engaged in repairing the road took up three rails at once, and after the train came in sight succeeded in getting down only two before it reached that point. The other evidence need not be stated.

The following is the able opinion of the Court delivered by

DIXON, C. J.—It was no doubt negligence in the flagmen to put up the flag west of the bridge, and so near to the place where the rails were taken up. If he had crossed the bridge, and gone to the first curve east of it, and put up the flag there, so that it could have been seen upon the straight line of the road beyond, it seems morally certain that the fatal accident of which the plaintiff complains and by which his intestate lost his life, would never have happened. It may also have been negligence in the section foreman, that he did not direct the flagman to go to the proper place beyond the bridge, or see that he did so; and, not having done that, he may have been still further negligent in permitting so many rails to be taken up at a time. But all this is to no purpose so long as it is not shown that the company, its officers or agents, were negligent in the employment of these persons, or in retaining them in its service. The negligence of the company its officers or agents in employing careless and unfit servants, is the grist of the action, and unless this be shown, there can be no recovery. To establish such negligence, either a want of proper care in the employment of proper servants in the first instance must be shown, or else it must be shown

that unfit persons were retained in the service of the company with the knowledge of its officers or agents or under such circumstance, that, in the exercise of reasonable care and prudence the officers or agents ought to have known their unfitness, and to have dismissed them on that account. It was for want of such proof as this that the court below ordered the nonsuit, and, upon careful consideration of the evidence, we must say that we think the judgment ought not to be disturbed. Aside from the proof of negligence in the servants on the occasion in question, which is clearly not enough to charge the company, there is not the slightest evidence showing, or tending to show, negligence on the part of the company in the employment of those servants. They had been in the service of the company for a long time, and, for all that appears, had always before been faithful and diligent in the discharge of their duties, and fully competent, so that there was no reason to discharge them, or upon which to base the charge of negligence against the officers or agents of the company, the judgment should be affirmed.

Paine, J., dissenting.—I concede that within the current of the authorities upon this subject, there was no proof to charge the company with negligence in employing or retaining the servants, through whose negligence the death in this case was occasioned. But, for the reasons given in *Chamberlain vs. The Mil. & Miss. R.R. Co.*, 11, Wis. 238, I do not assent to the rule of law established by those authorities. This case also comes within the exception sustained by several cases referred to in that opinion, which have held that a servant may recover for an injury occasioned by the negligence of another servant, if the latter was engaged in a different department of the service, the taking up and relaying the track is no part of the ordinary business of running the cars. It is not like the duty of a switchman in that respect. It is as though the company had found it necessary to take down and rebuild a bridge, and had through their bridge builders, taken down the bridge, and neglected to give notice to approaching trains. There are a number of cases which decide, and others intimate, that in such cases, the company would be responsible. As shown in the opinion referred to, I do not think the distinction which these cases establish is sound upon principle, but that the company ought to be liable in every case for an injury occasioned by the negligence of its servants, without any fault by the party injured. But at the same time I would avail myself of any class of cases which approach that position though not coming up to it. I do not desire here to go into any review of the authorities, or any elaborate discussion of the question but only to indicate the ground of my dissent. I think the judgment should be reversed.

By the Court. Judgment affirmed.

 The Bay Ridge and Hempstead Plains Railroad will now run through the towns of New Lots, East New York and Woodhaven. From the last named place it will take a southeasterly course, running through Jamaica, South, and Springfield to Valley Stream, and thence to Hempstead. Mr. A. T. Stewart has ordered its extension to Mineola, and laborers are at work completing it.

New Chain-Stopper.

The underwriters' steam tug, Charles Pearson, Captain Nash, having lately been overhauled and put in fine order, made a short excursion in the harbor, yesterday, with a small party of the owners and a few others on board. This boat is the strongest built and most powerful sea going tug in the country, and there is no other so serviceable in rendering assistance to grounded or disabled vessels, in all weather. The recent alterations in this boat include the introduction of new boilers, and a propeller especially adapted to her service. Another, and one of especial value, is the appliance of Emery & Cheney's elastic indicating chain-stopper, an invention now successfully in use upon about thirty vessels. Its object is to prevent sudden strains upon the cable, which when a vessel is lying at anchor in a heavy gale, are often sufficient to part the chain, entailing the loss of the anchor, and perhaps of the vessel, and those on board. With this appliance the cable does not pull from the windlass but from a stopper or ratchet which bears upon rubber springs. During the trip this invention was put to a severe test by dragging the anchor, and although the strain was tremendous, no shaking or racking was perceptible on the boat. The trial was satisfactory in all respects, and the invention received the unqualified commendation of all present. This stopper also received a practical test last week off Cape Ann, which afforded a still better illustration of its value. The Charles Pearson went down to the assistance of the disabled brig Ocean Belle, and, with the latter made fast to her, lay safely at anchor in a very heavy sea throughout Friday night. Without this stopper their position would have been extremely perilous, but with it, not the slightest accident occurred. Its value is fast becoming recognized, and it would not be surprising if, in a short time, it is considered as essential to a vessel as a rudder.—*Boston Adv.*, Oct. 12.

Cotton Crop of the United States.

We present to the commercial world this morning the annual statement of the cotton crop of the United States for the year ending August 31, 1870, as prepared by the *Charleston Courier*. It is hardly necessary for us to say that it has been compiled with great care from authentic information received from our correspondents in all the great cotton centres of the country. We lay it before our readers, feeling confident that it shows the product of the great staple the past year as correctly as possible.

The summing up of the crop of 1869-70, as shown by our statement, is 8,203,828 bales, an increase in production of 845,459 bales over 1868-69. This increase has been mainly absorbed by European countries, as will be seen by the annexed comparative statement of foreign exports for the past two years.

	1869.	1870.
To Great Britain	989,491	1,478,849
To France	224,186	346,430
To North of Europe, Spain, &c.	283,650	348,844
Total	1,447,327	2,174,123
		1,447,327
Increase	726,796	

After making the necessary deductions there is left for home consumption, North and South, 964,842 bales. We put down for Southern consumption 112,000 bales, which includes 12,000 bales taken for consumption in Virginia and counted in the exports from that State, leaving for Northern consumption 852,842 bales, against 840,720 in 1869, showing an increase of 12,122 bales.

From a letter dated 1st inst. received from B. F. Nourse, of Boston, chairman of the statistical committee of the Manufacturers' and Planters' Association of the United States, an increase of one per cent. in Northern consumption is assumed the past year over that of 1868-69, which shows

an increase of 8,407 bales, thus making, according to Mr. Nourse's assumption, the past year's consumption 849,127 bales. Our figures show the Northern consumption the past year to be 852,842 bales, a difference of only 3,715 bales.

The value of the crop of the past year (1869-70) may be put down in round numbers at \$325,000,000. This immense amount of money has been of incalculable benefit to the entire country.

The summing up of the crop, as developed in our statement, exceeds the estimate of the most sanguine in the early part of the past season from a half to three-quarters of a million of bales, which proves the utter fallacy of the many advance statements of growing crops, which are heralded throughout Europe and the Northern States for the purpose of affecting prices. Such statements work great injury to the planter, as well as to the buyer and consumer.—*Charleston Courier*.

Boston, Hartford and Erie Railroad.

The new directors of this road propose to re-organize it by selling the entire road from Boston to Fishkill, either under foreclosure of the mortgages or other proceedings, and the same purchased for the benefit of the parties coming into the arrangement. A purchasing committee of five, to be appointed. A new first mortgage covering the whole line of road from Boston to Fishkill, including all the branch lines, will be issued secured by this mortgage with thirty-five years to run, sinking fund accumulative of one per cent. per annum, bear seven per cent. annual interest, payable semi-annually, and shall have the power of voting one vote for every \$1,000 of bonded debt represented.

The mortgage will be for \$10,000,000, and will be devoted to taking up present underlying bonds, completing the road, and satisfying 30 per cent. on guaranteed bonds. \$6,000,000 shall be offered to the present Burdell bondholders at 80 per cent. on their face, and such as are not subscribed for at that price, before thirty days from issuing the present plan, shall be offered to the stockholders for ten days thereafter, and those not then taken shall be sold by the purchasing committee to the general public.

New preferred stock will be issued bearing interest not exceeding 7 per cent. at such a rate as the net earnings suffice to pay, after satisfying the interest and sinking funds on the mortgaged bonds; which may vote as ordinary stock on other roads, one vote for every \$100. "Net earnings" are to mean such surplus of the earnings as remain after paying expenses of operating and carrying on its business, including all taxes, assessments, and payment on incumbrances of completing, repairing or replacing the railway, its equipments, &c., so that it shall be in high condition, and to provide such additional equipments as shall be necessary.

The preferred stock will be for \$13,000,000 distributed thus: 60 per cent. on face of guaranteed bonds; 60 per cent. on ordinary Burdell bonds; and \$1,000,000 for contingencies. The new stock will amount to \$10,000,000, distributed between contractors' claims, floating debt, 20 per cent. on face of present stock and contingencies. The common stock shall be issued in shares of \$100 each, and shall have the power of voting the same as preferred stock. No other bonds than those above specified shall be created, nor shall any debt be contracted exceeding in the aggregate at any one time five per cent. on par amount of the capital stock of said company, unless the same shall have been previously authorized by a vote of two-thirds of the stock and bondholders at a meeting duly held.—*Boston Commercial Bulletin*.

Chicago and Northwestern Railway.

The following is the comparative statement of the earnings and expenses of the Chicago and Northwestern Railway, for the first quarter of the fiscal years 1869 and 1870:

Operating ex-		
Gross earnings.	penses, interest, Rents, &c.	Net Income.
1869.	1869.	1869.
June... \$1,251,950 64	\$976,488 15	\$275,517 49
July .. 1,157,056 38	1,045,553 21	111,503 17
Aug... 1,037,973 75	790,606 83	247,386 92
Total... \$3,446,980 77	\$2,812,593 19	\$634,387 58
1870.	1870.	1870.
June... \$1,139,284 13	\$788,987 96	\$350,296 17
July .. 1,034,392 88	933,033 47	96,359 41
Aug... 1,227,512 89	662,836 34	565,178 55
Total... \$3,401,189 90	\$2,389,357 77	\$1,011,832 18
Increase ..	.....	\$877,444 55
Decr'e'se \$45,790 87	\$423,235 42	.....
Balance to credit of inc. account		
May 31, 1870.....		\$541,424 29
Net earnings, June, July and August, 1870.		1,011,832 18
Total earnings, as of August 31, 1870.....		\$1,553,256 42

Railroads in Iowa.

The number of miles of railroad in operation in this State at the beginning of the present year was 2,094, of which 643 miles were built during the year 1869. Last year was considered an exceptional one, as it witnessed the completion of two of the great east and west lines across the State, and few, even of the best informed of our citizens on this subject, supposed that the number of miles completed in 1869 would be surpassed, or equalled, by the operations of 1870. But the prospect now is, notwithstanding the check several enterprises have received on account of the European war, that the number of miles completed this year will be greater than that of last. The following table is our estimate of the number of miles that will be finished this year by the different companies named:

Burlington and Missouri River.....	65
Chicago and Southwestern.....	100
Midland	25
Iowa Falls and Sioux City.....	120
Milwaukee and St. Paul	87
Davenport and St. Paul.....	40
Burlington, Cedar Rapids and Minnesota	105
Iowa Central.....	125
North Missouri	25
Des Moines Valley.....	15
Total	707

There are several other companies who have the work of grading and bridging well advanced on their several lines, and may get down more or less iron this year; but as we wished to give none not reasonably certain to accomplish what we state, we have not included them in the above estimate. Of this number are the Burlington and Southwestern, which will have forty miles of grading done before the close of the year, with a fair prospect of having twenty miles of iron down within that time; the Keokuk, Iowa City and St. Paul, who also have a considerable amount of grading done; the Sabula, Ackley and Dakota; the Albia, Knoxville and Des Moines; the Des Moines and Indianola; the Dubuque and Minnesota, and some others.

The year 1870 will close with not less than twenty-eight hundred miles of completed railroads in Iowa, and enough more graded or under contract with a fair prospect for completion in 1871 to make the whole amount up to thirty-five hundred miles.—*Burlington Hawkeye*.

Opening of the One Hundred and Twenty-fifth Street Railroad.

The One Hundred and Twenty-fifth street Railroad was formally opened on the 15th inst., by Mr. Robert Squires its proprietor. The Legislature of last year passed an act to authorizing the Commissioners of the Sinking Fund to sell the franchise of this road, and on the 18th of July it was purchased by Mr. Squires for \$67,000. Operations on the road were commenced on the 25th of August, and a double track was laid from Third avenue to the Hudson River Railroad station at Manhattanville. The franchise requires that as soon as Tenth-avenue is graded and paved the track shall be extended along Tenth-avenue to Spuyten Duyvil Creek. One Hundred and Twenty-fifth street is well built up, and the road will doubtless be a great convenience to inhabitants along the line, as well as those who reside at Manhattanville. The road intersects the Third and Eighth avenues, the Hudson River, the Harlem and Highbridge boats, and other means of conveyance in the upper part of the City. The cars are of a new pattern, intended to be operated without the aid of a conductor. The car is provided with a patent fare-box, into which the passenger puts the exact fare. If unprovided with change the driver accommodates him, and thus the proprietor of the road is assured of receiving his full due. The fare will be five cents. Depots have been constructed at Harlem Bridge, and provision is made at the new depot of the Third-avenue Road, at Third-avenue and One Hundred and Thirtieth-street, for the cars and horses of the road. It is expected that next summer a ferry will be run from the foot of One-Hundred and Twenty-fifth street to Fort Lee.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley left at tide water from the commencement of navigation to the 31st of September, inclusive, during the years 1869 and 1870, was as follows:

Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1869... 849,300	11,614,000	4,959,800	30,900
1870... 290,000	10,563,600	3,533,700	388,800

Dec., 59,300	1,050,400	1,068,100	*357,900
* Increase.			

Of the barley received this year, 306,400 bushels is new crop. By reducing the wheat to flour the quantity of the latter left at tide water this year, compared with the corresponding period last year, shows a decrease equal to 269,880 bbls. of flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of September in the years indicated:

	1868.	1869.	1870.
Canal opened—	April 23.	May 6.	May 10.
Flour, bbls.	185,800	849,300	290,000
Wheat, bushels.	6,621,700	11,614,000	10,563,600
Corn, bushels.	18,256,400	4,956,800	3,533,700
Barley, bushels.	771,400	30,900	388,800
Oats, bushels.	6,581,300	2,220,200	3,523,400
Rye, bushels.	304,900	231,200	358,700
Malt, bushels.	840,900	175,800	555,200
Feed, lbs.	7,766,800	7,918,400	

The Baltimore and Ohio Railroad Company has declared a dividend of 4 per cent. on the stock of the Main Stem, payable on and after the 31st inst., clear of United States tax—also a dividend of 5 per cent. on the stock of the Washington Branch for the half year ended 30th September, payable on and after 17th instant, clear of United States tax.

The Great Vanderbilt Depot.

The new railway depot being erected at the corner of Forty-second street and Fourth-avenue, is progressing satisfactorily, although it will not be sufficiently completed to be occupied by the 1st of January, as originally contemplated by Commodore Vanderbilt, at whose expense it is being built.

The new depot, without exception, will be the largest in the United States, and is to be the receiving depot of the Hudson River, New York Central, Harlem and New Haven lines. It is built with red brick and iron, its architecture being in the Renaissance style, and when completed will be a compact and handsome structure, covering altogether 166,800 square feet.

Over the main entrance is a likeness of the great Commodore, placed in a niche, and at each corner of the building will be a tower 110 feet high, and one in the centre 120 feet high. At present all the offices and waiting rooms are erected, and with the exception of the roof and inside fitting, are complete. These front the intended new street, are on the west side of the building, and are over 300 feet in length.

The car house fronts Forty-second street, and is now nearly finished. A large number of men are now engaged upon the immense arched roof, which is to be of glass and iron, with large iron girders. It will be 885 feet in length, and the span of the arch 200 feet. It is expected that this roof will be finished by the end of January. Inside this building will be laid out twelve tracks leading from the train entrance at the north end of the building to a board platform, forty feet in width, across the southern end of the apartment.

As soon as the entire building is completed, the passenger trains of the Hudson river and New York Central will be withdrawn from the Thirtieth street depot, and all trains from the north and east will enter the City via Harlem and Fourth avenue. The Harlem and New Haven Railroads will send their freight to the new depot, at St. John's Park.

The net earnings of the Richmond and York River railroad for the year ending September 20, 1870, were \$24,915. The company has regularly paid its accrued interest on its first mortgage bonds, and with a proper and unrestrained development of its legitimate business, will soon be able to meet and regularly provide for its second mortgage interest, and gradually extinguish its floating debt. The extension of the road to the Chesapeake Bay is expected to be completed during the coming year.

The Boston *Advertiser* says the Supreme Court has ordered the receivers of the Concord Railroad to pay the State tax on the corporation, amounting to about fifty thousand dollars, and it will probably soon order a semi-annual dividend to stockholders, not to exceed five per cent. of its net earnings.

The Supreme Court at Concord, N. H., on the 15th inst., issued an order to the receivers of the Concord Railroad to pay over to the Treasurer of that corporation the sum of seventy-five thousand dollars for the purpose of paying the semi-annual dividend of five per cent. to the stockholders.

Track laying on the extension of the Pittsburgh and Connellsburg railroad between Connellsburg and Cumberland is now progressing at both ends of the line. It is expected that the entire line of rail will be finished in January next.

The Gettysburg (Pa.) railroad, with its appurtenances and franchises, was sold at public auction, in Philadelphia, last week, James A. Townsend, of New Haven, Conn., becoming the purchaser, at \$181,000.

The earnings of the Albany and Susquehanna railroad for the four months ending August, amounted to \$363,156 07, an increase over the four corresponding months of last year of \$110,176 89.

George Wells, George E. Franklin, Joseph H. Nicholson, Frank H. Stockett, James R. Howison and Luther Giddings have been elected directors of the Annapolis and Elkridge Railroad Company.

Bronson C. Rumsey has been chosen President, Henry A. Richmond Vice President, and H. L. Lyman Secretary and Treasurer of the Buffalo and Washington Railroad Company.

T. E. Sickles of Omaha has been appointed Superintendent of the Union Pacific Railroad, in place of Col. C. G. Hammond.

It is said that the tenth section of the Intercolonial Railway, near Runout, will be completed by the 27th of October.

The Southside (L. I.) Railroad Company are making arrangements for the construction of a double track from Bushwick to Valley Stream.

The Erie Railway extension from Buffalo to Suspension Bridge will be finished and in operation by the middle of November.

FOR SALE—56 and 60 pounds English Rails here, and at New Orleans; and also to arrive at both ports. **HEYERDAHL, SCHONBERG & CO.**, 32 Pine Street, New York.

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CHARLES S. HELLER.

Philadelphia August 1, 1870.

THOMAS D. STETSON, Solicitor of American and Foreign Patents, and Professional Expert in Patent Cases. No. 5 Tryon Row, New York.

TO CONTRACTORS.

THE AMERICAN AND MEXICAN RAILROAD AND TELEGRAPH COMPANY, at No. 71 Broadway, Room 31, New York, having secured the approval of the Government of Mexico of their surveyed routes from Guaymas to Hermosilla and through the States of Sonora and Chihuahua to the Rio Grande, are prepared to receive proposals for grading the road, furnishing and laying cross ties from Guaymas to Hermosilla, a distance of 80½ miles.

The proposals must be handed in on or before the first day of November next, and be made for sections and include excavations of rock and earth, and bridging, and be so made as to enable the Company to ascertain the cost per section as laid down on the Company's map and profile, which are now in their office for inspection. The Company reserves the right to reject any bids which in their judgment they deem advisable.

Per order of the Board of Directors.

Office hours 10 A. M. to 3 P. M.

JOSEPH BRITTON.
WM. H. DEGROOT,
WM. B. MAXSON,
Executive Committee.

To Contractors.

SEALED PROPOSALS will be received until October 31st, 1870, for Grading and Masonry of the Alexandria and Fredericksburg Railway, extending from Alexandria to a connection with the Richmond, Fredericksburg and Potomac Railroad, a distance of about 20 miles.

Proposals may be made for one or more sections of about one mile each.

Payments in cash, eighty (80) per cent. monthly, and balance on completion of contracts.

Plans and Specifications may be seen at Engineer's Office, Alexandria, Virginia on and after October 24th. Proposals to be addressed to

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1 9 ton Condie Hammer.
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1 35 horse Engine.
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6 Flue Boilers, 60 inches diameter from 20 to
26 feet long.
8 Cranes, from 1 to 50 tons power.
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1 Large Lathe, swing 7 feet, shears 48 feet.
1 Boring Machine, very powerful.
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OTIS' SAFETY HOISTING
Machinery.

OTIS BROTHERS & CO.,
309 Broadway, New York.

INTEREST ON CITY STOCKS.—The interest on the Bonds and Stocks of the City and County of New York due November 1, 1870, will be paid on that day by JOHN J. BRADLEY, Esq., Chamberlain of the City, at his office, in the new Court House.

The transfer books will be closed Saturday, September 24, 1870.

RICHARD B. CONNOLLY, Comptroller.
Department of Finance, Comptroller's Office, New York
September 20, 1870.

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—AND—

Machine Works,

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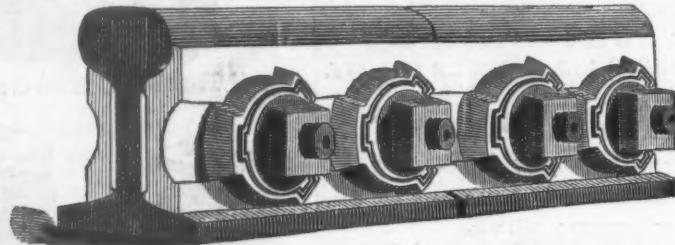
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 COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.
 That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make a PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

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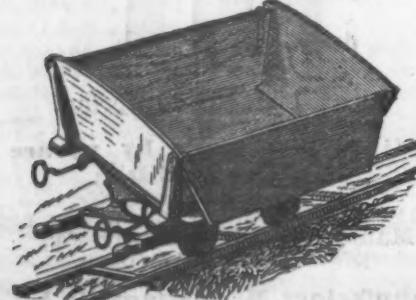
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